

GRAIN DEALERS' JOURNAL

Published on the 10th and 25th of each month in the Interest of progressive Grain Dealers.

Vol. XXV. No. 11.

CHICAGO, ILL., DECEMBER 10, 1910.

PRICE \$1.50 PER YEAR.
TEN CENTS PER COPY.

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McLean Alpine Co., The, hay and grain.
Ranlet Co., The D. W., grain and millfeed.
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Loudon & Co., grain commission.
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Directory of the Grain Trade

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Schwartz, B. F., brokerage and commission.*
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Scott & Co., Inc., S. D., wholesale hay & grain.

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Taylor Grain Co., receivers, shippers.
Thompson Grain Co., grain dealers.
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Weekes Grain Co., receivers and shippers of grain.
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Miles, P. B. & C. C., grain commission.*
Rumsey, Moore & Co., grain receivers.*
Tyng, Hall & Co., grain commission.*

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Pultz & Co., J. B., grain and feed.*
Richardson Bros., grain, flour, millfeeds.*
Rogers & Co., E. L., grain, hay.*
Stites, A. Judson, grain and millfeed.

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PITTSBURG, PA.

Clark Grain & Hay Co., grain and hay.
Elwood & Co., R. D., hay and grain.
Foster, C. A., grain, hay, feed.*
Geldel & Dickson, grain and hay.
Gordon & Co., W. N., Grain, hay, mill feed.
McCafferty, Daniel, Sons Co., hay, grain, mill feed.
McCague, R. S., grain, hay.*
Smith & Co., J. W., grain, hay, feed.
Stewart, D. G., & Geldel, grain, hay and feed.
Walton Co., Sam'l, grain and hay.

PUEBLO, COLO.

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Oppenheimer Grain Co., wholesale grain and hay.

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Eaton, McClellan Com. Co., grain & hay.*
Gill & Co., F. D., receivers and shippers.
Goffe & Carkener Co., grain commission.*
Green Commission Co., W. L., grain.*
Kennedy Grain Co., receivers, shippers.
Mullally Com. Co., John, grain, hay, seeds.*
Nanson Commission Co., grain commission.*
Pendleton Grain Co., receivers & shippers.*
Picker & Beardsley Com. Co., grain & grass seed.*
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Roberts Grain Co., grain commission.
Slack-Fuller Grain Co., grain commission.*

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Rundell & Co., W. A., grain, seeds.*
Southworth & Co., grain commission.*
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Wickenhiser & Co., John, grain, millfeed.*
Zahm & Co., J. F., grain, seeds.*

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Craig Grain Co., J. W., receivers and shippers.
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Kolp, E. R. & D. C., grain and seed dealers.
McCullough Grain Co., grain commission.*
Western Grain Co., The, wholesale grain, seeds.
Williamson Grain Co., J. R., gr. comm. merchs.

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Southern-Kansas Gr. Co., grain, millfeed seeds.

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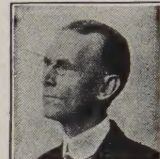
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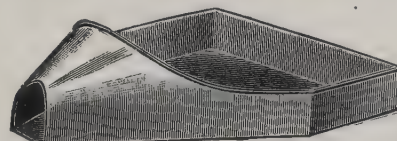
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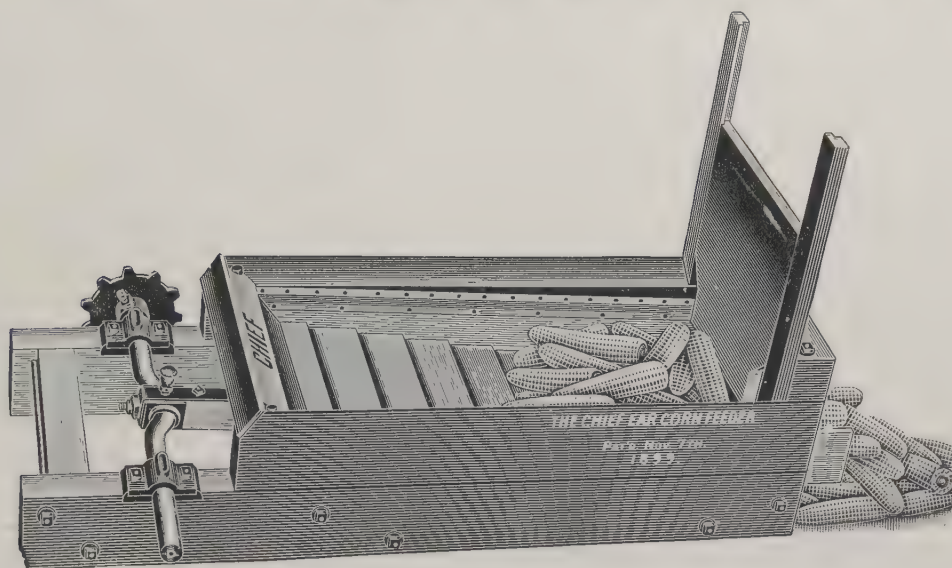
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The feeder is 5 feet long, 22 inches wide, 13 inches high, and is run at a speed of 150 revolutions a minute. One of the merits of this machine is that it can be used in a much smaller space than others made for the same purpose.



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THIS CHAIN DRAG FEEDER consists of a cast iron head with two sprocket wheels, one being the take-up or tightener sprocket. The cast iron boxes for these sprockets are stationary on this head, and require no extra posts for take-up sprocket. The take-up in the head is adjustable, so that the sprocket can be adjusted without any changes in the boxes.

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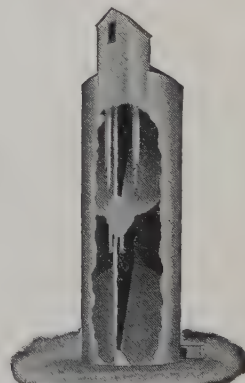


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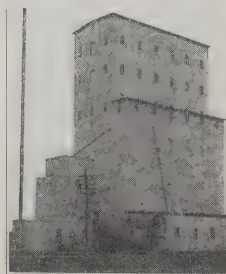
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A book invaluable to the country grain shipper in keeping a detailed record of his sales, shipments and returns from each shipment made. Its use will save much time and book work. The pages are used double. The left-hand pages are ruled for information regarding SALES and SHIPMENTS; the right-hand pages for RETURNS. SALES column headings are Date, Amount Sold, Price, Grain, Terms. SHIPMENTS headings are Date, Car Number and Initial. Our Weights, In Bushels, Grade, Route, Rate. RETURNS headings are Destination Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

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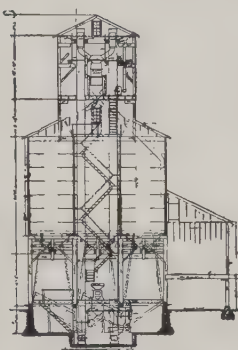


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My years' experience in planning and building elevators will satisfy your every requirement and save your time and trouble in determining what is best.

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MODERN GRAIN ELEVATORS



We have every facility for planning for anyone desiring a modern grain elevator, complete working plans and specifications.

It is cheaper to make changes on paper than after the building is completed.

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ELEVATOR "S" ANNEX, SUPERIOR, WIS.

2,250,000 Bushels Capacity

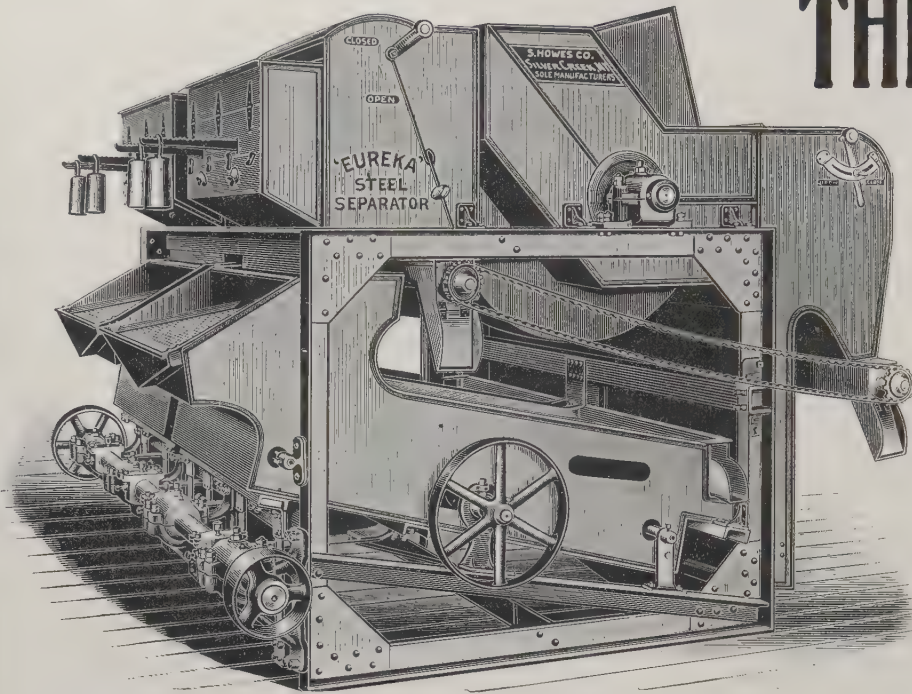
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is positively the strongest, heaviest, most durable and best built All-Steel Cleaner ever built.

Equipped with self-oiling boxes throughout.

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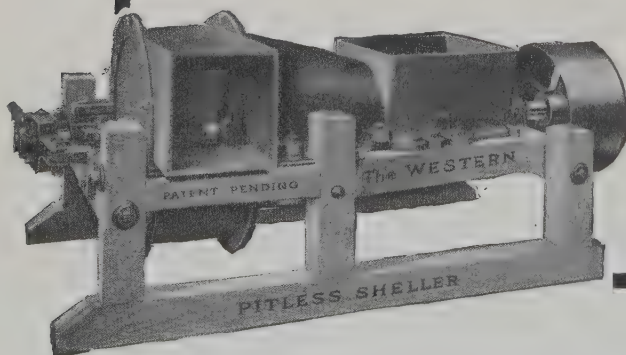
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meet every demand and do perfect work. For this reason you will find more of them than all others in elevators; a high testimonial to their worth.

When you buy a **WESTERN** you insure the best of results; a machine with which all others are compared; the pioneer backed by over forty years of success.



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EQUAL TO TWO CLEANERS MONITOR

"COMBINED"

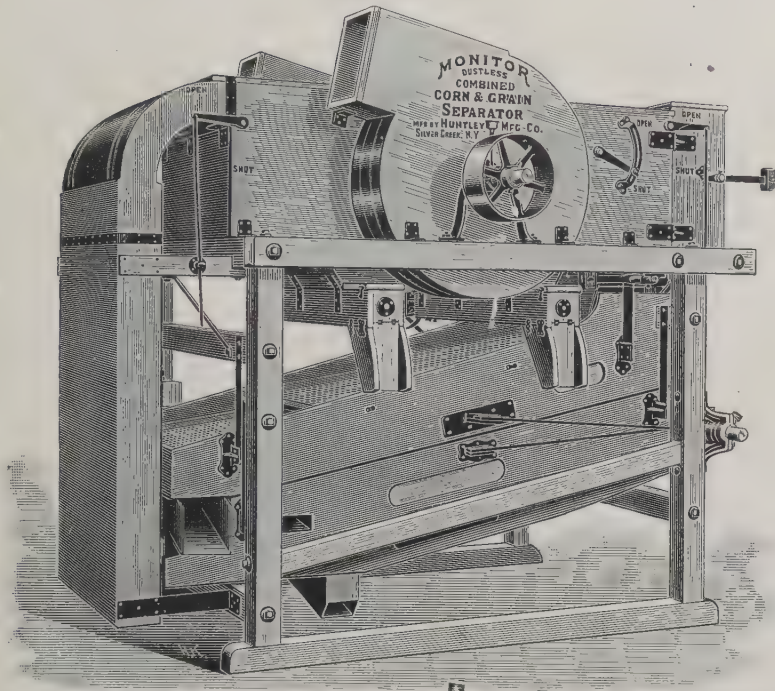
CLEANER

This is the original
"combined" cleaner

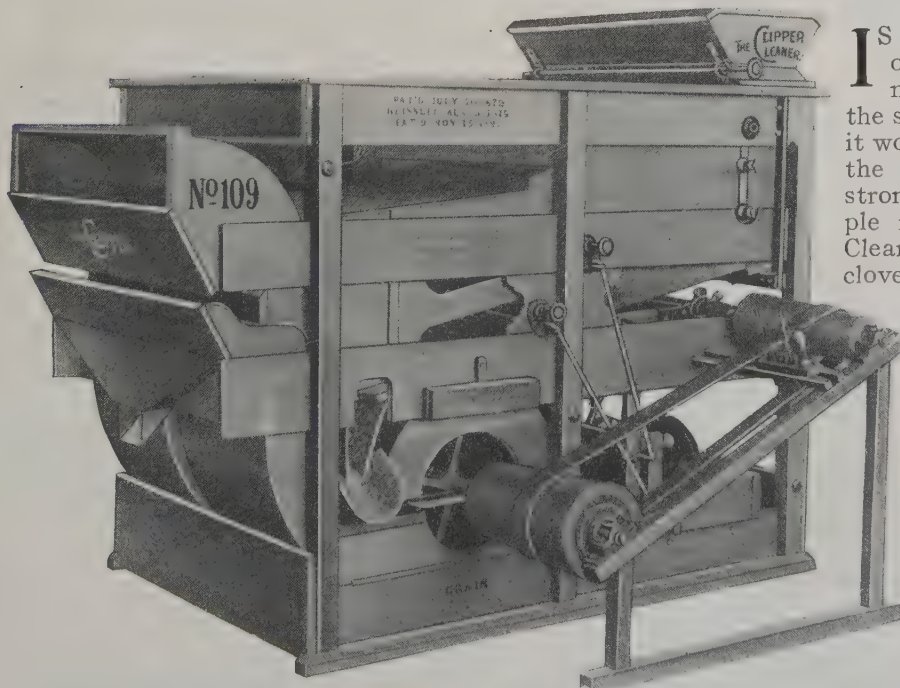
This machine has two individual screen equipments whereas the regular type of grain cleaner has but one. On the regular style of cleaner, if a change from one kind of grain to another is required, it is necessary to stop machine and change screens, on the "Monitor Combined" this is avoided—A change from one kind of grain to another simply requires a shifting of levers while machine is in motion, and the grain is delivered to either set of screens.

Send for descriptive circular.

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The No. 109 Clipper Cleaner



IS UNEQUALLED for handling seeds or grain in local elevators. This machine has Traveling Brushes on the screens which enables you to keep it working to its full screen capacity all the time. It is very light-running, strongly built, easily installed and simple in operation. We guarantee this Cleaner to give perfect satisfaction on clover seed, timothy or any kind of grain, and it can be operated with one-fourth the expense for power of any suction cleaner on the market. It will not require over one-half of one horse-power on clover or any kind of seed, nor over one horse-power on grain. If you are looking for a first-class, up-to-date cleaner of moderate capacity, we would be glad to send you catalog and give prices and particulars upon request.

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Steel Siding, Roofing, Fireproof Window Frames, Sashes, &c



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Write them if you are in the market now or if you expect to be in the future. Contracts taken anywhere in the United States.



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These reasons should first suggest and then prove the purchase of a

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Light Running Three-Roller Mill.

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Illustrated.

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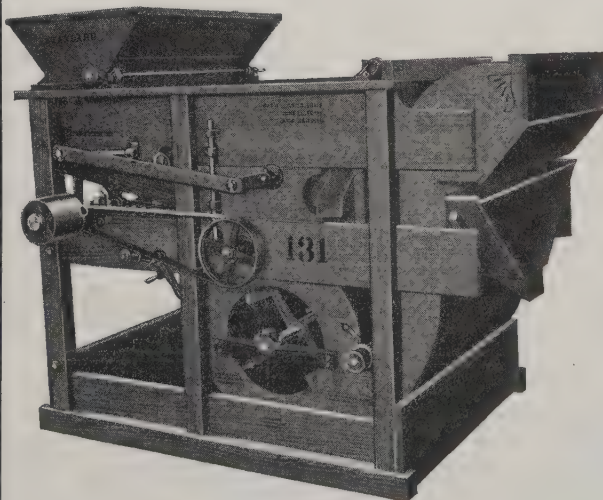
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THE STANDARD SEED AND GRAIN CLEANERS

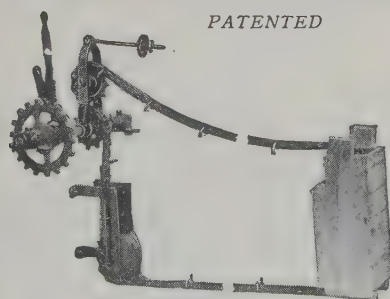
Will thoroughly clean your seeds.

This machine has many devices which are original and exclusive, and which make it superior to any machine on the market.

Write for our catalog, it will explain their advantages more fully than we can do it here. It's free.

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CONSISTS OF OUR

Self-Locking Rail Dumps, B. S. C. Chain Drag, U. S. Corn Sheller, U. S. Corn, Oats and Wheat Cleaner, Ball-Bearing Safety Manlift, Dandy Turn Heads, Dust Collector, Elevator Boots and Heads.

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RATS & MICE
EXTERMINATED
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With RATITE. No Danger. No Odors
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HIGHEST PRICES FOR
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is decidedly the best and most powerful Car-Mover on the market, and supersedes all others wherever introduced. Try an "ATLAS." It will pay for itself in a few hours' use.

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Prints
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Grain Dealers, Attention!

A new machine especially designed to save time and money for grain dealers. Will enable you to have your quotation cards in the mail ten minutes after the close of the daily market.

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America's Leading Mill Builders
INDIANAPOLIS, IND.
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Too bad you got "stung" on that last cleaner.

Don't let it happen again.

Buy a Reliable **BEALL** Cleaner.

You will be proud to show it to others especially years hence.

The Beall Improvements Co.
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TYDEN SEAL
NO SEALING IRON
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You may need some special
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Big Corn Crop

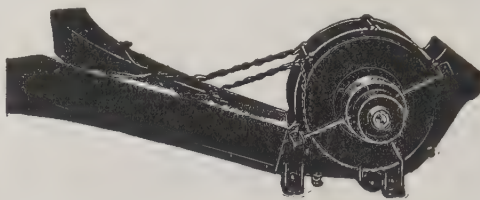
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Elevator Machinery and
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CLAUS, BLAND & CO., Proprietors
305 So. 3rd St., Minneapolis, Minn.

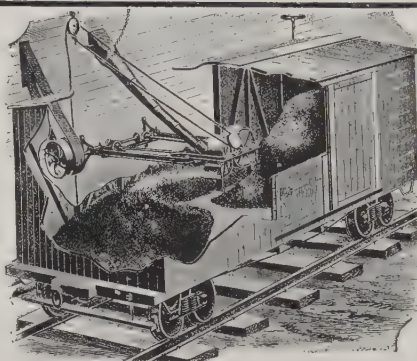
NO CURE—NO PAY

thing until you have tried it and find that it meets your requirements. Should it not prove satisfactory you may return it at our expense, but we do not think you will find this necessary, for not



MAROA MANUFACTURING CO., DEPT. MAROA, ILL.

We are so confident our Boss car loader will please you that we will ship it to you on the condition that you are not to pay us anything until you have tried it and find that it meets your requirements. Should it not prove satisfactory you may return it at our expense, but we do not think you will find this necessary, for not one of them shipped during the last two years has been returned and there was nothing to prevent anyone from sending his back had he wanted to do so. In a very few instances they did not work just right at the start but when we were advised of the nature of the trouble we told the parties wherein they had not followed our directions and thereafter the machines were satisfactory. When asking for prices please state about how many bushels you wish to load per minute, as we make them in five sizes all of which we carry in stock.

**9,000 BUSHELS PER HOUR**

is the guaranteed capacity of our largest size car loader. This size for large elevators. They are made in smaller sizes for smaller elevators. They are called

The Champion Car Loader

Grain passing through the rotating device is brightened. They remove dust. For further particulars and prices write

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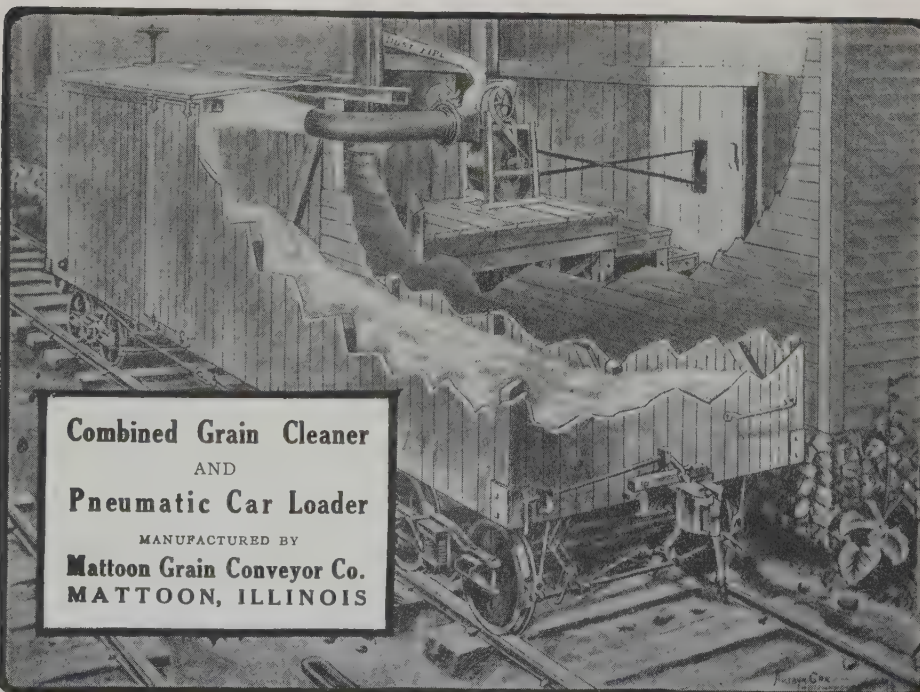
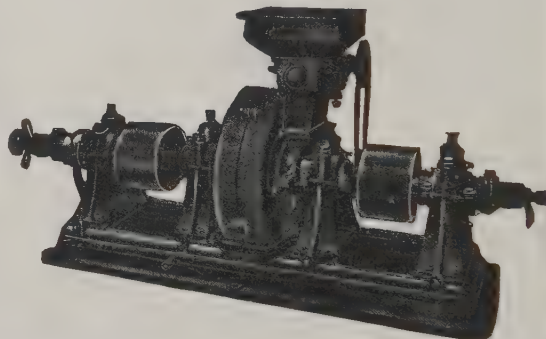
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at the end of the year are shown by the amount of cash you have. You will find the feed grinding end of your business very profitable if you have a

Monarch Feed Mill

Let us prove it to you by sending you one on trial. **WRITE US**

SPROUT, WALDRON & CO
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**Combined Grain Cleaner
AND
Pneumatic Car Loader**

MANUFACTURED BY

**Mattoon Grain Conveyor Co.
MATTOON, ILLINOIS**

COMBINED
Grain Cleaner and Pneumatic
CAR LOADER

The ONLY Machine That Will Clean and Load
at the Same Time.

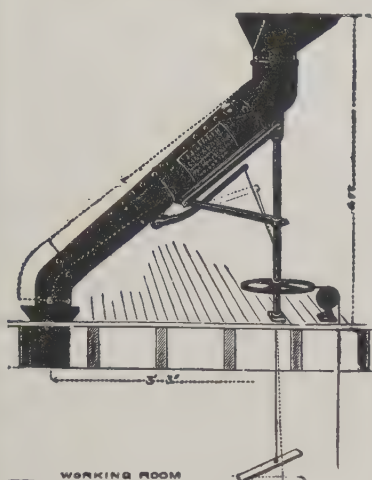
The ONLY Car Loader That Will Not Damage
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The ONLY Car Loader With Automatic Loading
Spout Which Insures Even Distribution
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of the Car.

For Descriptive Circular and
Prices, Address

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GERBER IMPROVED Distributing Spout

And be convinced that it is the best spout you can secure for your elevator.

We make a specialty of mill and elevator spouting. For particulars write

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SUCCESS SAFETY MAN LIFT



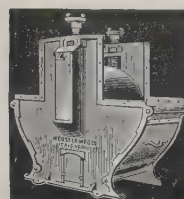
Install one in your elevator and save climbing and 10c per hundred on insurance. Write for circular and price.

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Elevator Supplies

We manufacture a complete line of grain-handling machinery including

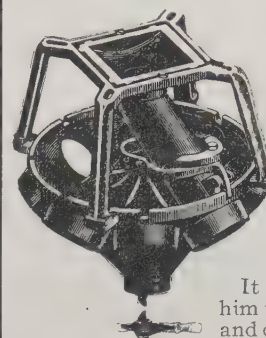


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Increase the efficiency of the man and you decrease cost of operation.



A Hall Signaling Distributor

enables an operator to do 50 to 75 per cent more work a day.

It also enables him to do better and cleaner work.

It lasts longer than any other device you can buy. Ask for proofs.

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(Sold with or without Elevator)
CRUSH ear corn (with or without shucks) and **GRIND** all kinds of small grain. Have Conical-Shape Grinders. Different from all others.

LIGHTEST RUNNING

(Our circular tells why)
Handy to Operate. Eight Sizes—2 to 25-horsepower.
Peculiarly suited for use with Gasoline Engines.

The N. P. Bowsher Co.
South Bend, Indiana



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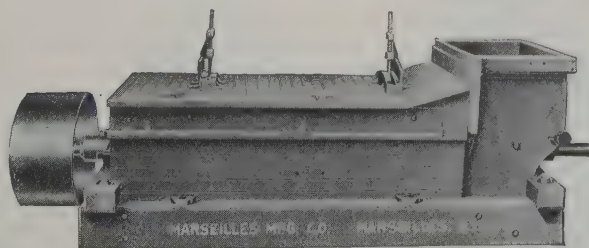
MARSEILLES WAREHOUSE CORN SHELLERS

Excel in Clean Shelling, Large Capacity, Perfect Cleaning, Convenience, Durability

The NEW MARSEILLES Combined Warehouse Sheller and Cleaner (shown in the illustration to the right) handles either shucked or unshucked corn and is unequalled in either kind of work, both in shelling and cleaning. Our machines are always up to date in the matter of improvement. Always get our latest catalogue or see one of our latest type of machines before purchasing any other kind.

The NEW MARSEILLES is made in three sizes; capacities in husked corn range from 400 to 1800 bushels per hour, and in unhusked (snapped) corn, from 150 to 700 bushels per hour.

Can be furnished either with or without Feeder, Extension Drag Feeder, Cob Stacker or Shelled Corn Elevator.



The illustration to the left shows the Style "F" Marseilles Warehouse Sheller without cleaning device. Has the same shelling apparatus as the New Marseilles Combined Sheller and Cleaner, and is the best sheller ever offered the trade for use with a separate cleaner. Made in three sizes ranging in capacity from 400 to 1800 bushels per hour.

Either of the above machines can be installed in smaller space than any other kind of corresponding capacities.

SEND FOR CATALOGUE DESCRIBING OUR LINE OF SHELLERS IN DETAIL.

MARSEILLES COMPANY, - East Moline, Illinois

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USE GAS, GASOLINE OR KEROSENE

make a dependable power for Elevator and Mill work. Your plant is running in one minute, no time lost getting ready for short runs. The equipments are complete and conform to Insurance rules.

FIVE YEAR BOND GUARANTEE

Our elevator engines have wipe feed oil systems, vertical valves auto noiseless mufflers and many other advantages. If you use the **WITTE** you help us advertise. So write for our introducing proposition stating size wanted.

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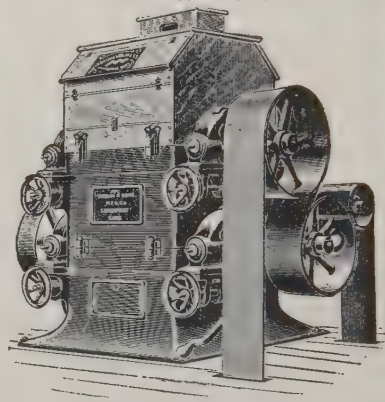
BIG CAPACITY Corn and Feed Mill

But that isn't the only advantage of this Ehram Two-High mill. It's made of finest materials for strength and long service. Frame is all cast iron—and arranged so that rolls can easily be removed for grinding and corrugating. Don't decide on any corn and feed mill till you get all the facts about the

EHRAM "TWO-HIGH"

furnished with belt or gear drive on slow side, as desired. Grinds coarse or fine meal, barley, graham flour, linseed meal, rye, corn chop, etc. Best for each. Built for rolls nine inches in diameter. Send your name now for all facts. Address

THE J. B. EHRAM & SONS MFG. CO.
2 Factory St., Enterprise, Kansas
Mill and Elevator Supplies of Every Description



"The per cent of loss saved by the '1905' over the old 'Cyclone' is from 71½% to 80%. These losses are due to dust collector friction and take into consideration nothing but the Collector."—The Mechanical Engineering Dept., University of Michigan.



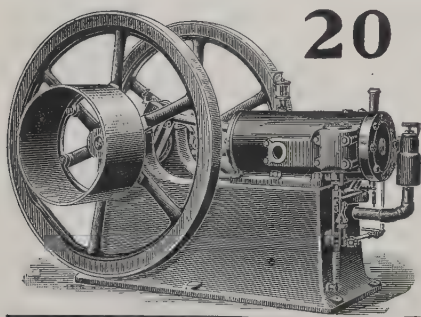
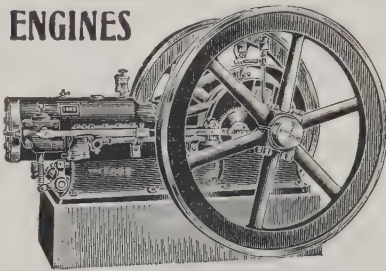
THE "New Cyclone 1905"

Manufactured Exclusively by
The Knickerbocker Co.
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FOOS GAS and GASOLINE ENGINES

Economy, close regulation and highest efficiency obtained from the Patented Wipe Igniter, Straight Line Counterbalance and Direct Lift Vertical Poppet Valves. All improvements tested by 24 years of exclusive Gas Engine building, resulting in high grade efficiency, convenience and durability, more complete than any other on the market. Engines 2 to 90 H. P. Horizontal type described in catalogue No. 20.

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Largest exclusive gas engine plant in America



20 Years' Trial

For over twenty years we have been building Thompson-Lewis Gasoline Engines.

While every engine is thoroughly shop tested before it is shipped, we have not stopped with such a trial, but have tried to keep track of it in actual service.

As yet we have failed to find one which has failed to do all that we claimed. This

PROVES ITS SUPERIORITY

These engines are built for long service. In fact, we have by careful study been able to produce an engine which is almost perfection in the hands of our customers.

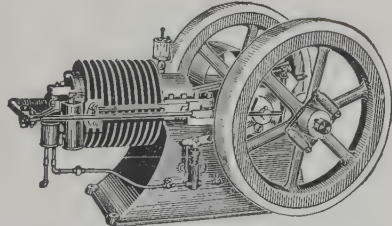
We guarantee them to do all that we claim. They are made in several sizes and styles. Send for Catalog.

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BELTING, PULLEYS, HANGERS, SHAFTING and SUPPLIES GAS AND GASOLINE ENGINES

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THE OSBORNE & SEXTON MACHINERY CO., Columbus, Ohio



SAVES GASOLINE—This engine runs on ½ less gasoline than any other make. Let us prove it. Try one in your elevator for 30 days FREE. Cylinder is cooled without the use of fans or water, there is nothing to "freeze up." Many large firms use this engine exclusively. We will be glad to furnish you their names. **GADE BROS. MFG. CO.**
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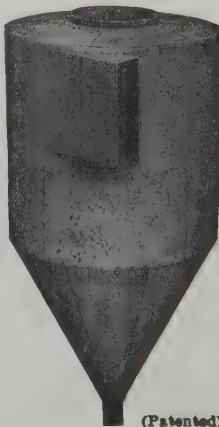
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Cyclone Dust Collectors, Automatic Furnace Feeders, Steel Plate Exhaust Fans, Exhaust and Blow Piping.

Complete systems designed, manufactured, installed and guaranteed. Old systems remodeled on modern lines on most economical plans. Supplementary systems added where present systems are outgrown. Defective systems corrected and put in proper working order.

High and Low Speed Systems.

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(Patented)

Cover's Dust Protector

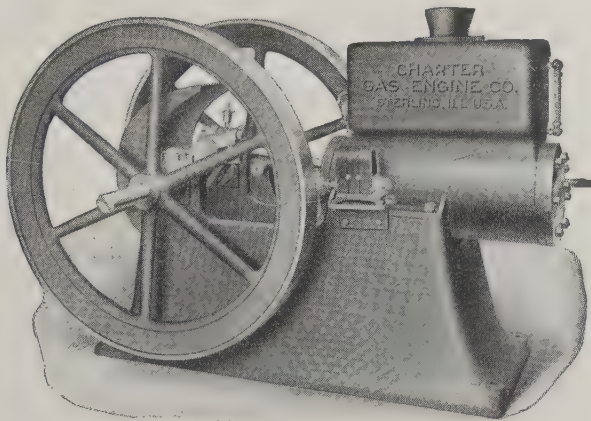
Rubber Protector \$2.00

Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER
124 Perley St., South Bend, Ind.



13—Not an Unlucky Number



IN GRAIN ELEVATOR 13 YEARS

Grand Blanc, Mich., Aug. 29, 1910
Charter Gas Engine Co., Sterling, Ill.

Gentlemen:—This is the 13th year that we have been using our Charter and it runs as good as any engine possibly could and we always speak a good word for it; for we certainly have had no reason to complain. It does our work in our elevator to suit us.

Yours respectfully,
J. A. Crapser,

Original Gasoline Engine of the World

100 H. P. and smaller for All Kinds of Work

Gasoline, Kerosene, Naphtha, Distillate, Gas, Fuel Oil
(Very Economical)

Send for Catalog and Give Your Specifications

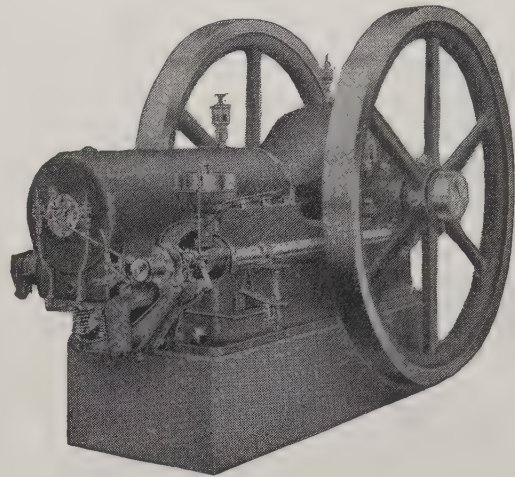
CHARTER GAS ENGINE CO.

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THE DE LUX ENGINE AN ELEVATOR ENGINE

Write us for a list of elevators using THE FIELD



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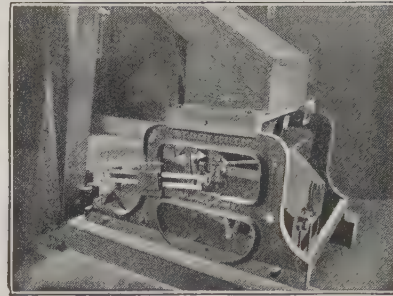
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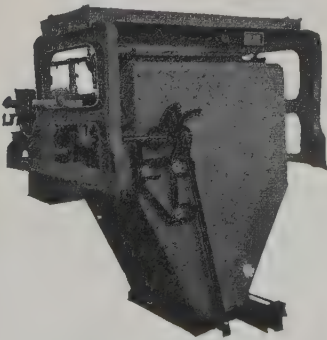
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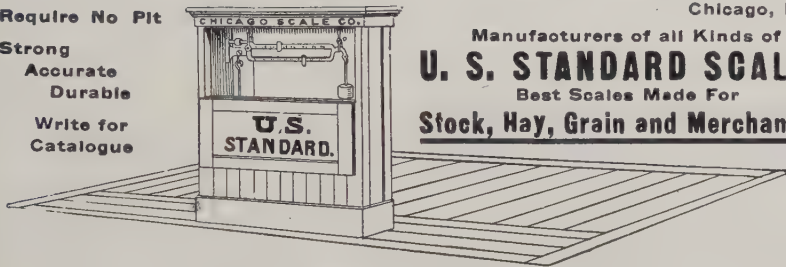
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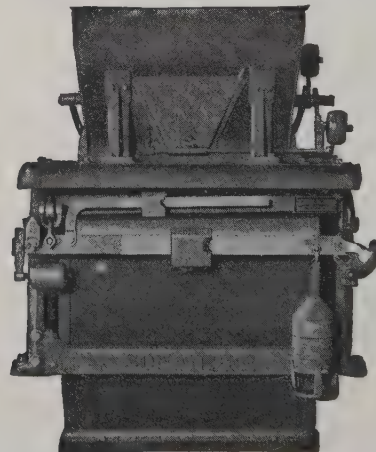
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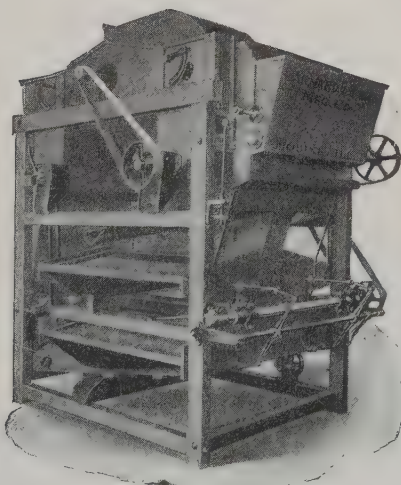
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NEBRASKA. For sale or lease my elevator in Union, Nebr. 10,000 bu. capacity; good location, fully equipped. Address W. B. Banning, Union, Nebr.

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SOUTHWESTERN IOWA elevator and coal business for sale in town of 1,500. Good territory; on own ground. Address I. R. V., Box 10, Grain Dealers Journal, Chicago, Ill.

FT. WAYNE, IND. For sale grain elevator and hay barn near Ft. Wayne. Good location; good margins. \$5,000, one-fourth cash, balance easy terms. Would separate the grain and hay business. Address John Wiser, Nicholas Bldg., Toledo, Ohio.

NEBRASKA. For sale—30,000 bu. capacity elevator on B. & M. Ry. within 50 miles of Lincoln, Nebr. Good grain point, good competition, good elevator. Can give possession at once. Address S. H. W., Box 9, Grain Dealers Journal, Chicago, Ill.

MINNESOTA, 55 miles from Minneapolis, elevator for sale. At good station; county seat, 10,000 inhabitants, good schools and churches. Plant in perfect order, electric power, modern machinery; good feed and flour business in connection. Good reasons for selling. Address Sota, Box 10, Grain Dealers Journal, Chicago.

ELEVATOR IN ALLEN COUNTY, OHIO, for sale. Capacity 16,000, good shipping for grain, hay and seed, handling 150 cars of grain annually; coal sheds in connection. Practically new elevator and equipped with up to date machinery. Good reasons for selling. Will give possession at once. Address Allen, Box 10, Grain Dealers Journal, Chicago, Ill.

CENTRAL OHIO. \$3,800 will buy a 10,000 bu. cribbed elevator on Z. & W. Ry. Population of town 500; good grain and hay section, also coal and retail feed business in connection. Will take 1/2 cash and balance within two years. Good reasons for selling. For further particulars address K. N. F., Box 10, Grain Dealers Journal, Chicago, Ill.

WESTERN INDIANA ELEVATOR for sale. Good as new. Handles from 75 to 100 cars of grain a year. Also salt, cement and good coal business handling from 60 to 80 cars of coal yearly. Good feed grinder. No competition; in a good town of about 750 population and good farming country. Will sell right. For further information inquire of T. J. Connell, Milton, Ind.

THAYER COUNTY, NEBR. Elevator for sale in wheat and corn belt. Large crop to move this year; nearly all grain is marketed; no cattle feeding; only two elevators in town of 1,200; good school and churches; last year's business 110,000 bu.; can be increased; also coal can be added. Best opportunity in state. Address County, Box 9, Grain Dealers Journal, Chicago, Ill.

SOUTHERN KANSAS. For sale—10,000 bu. elevator and coal business. Elevator is fully equipped with cleaners, hopper scale, Fairbanks-Morse gasoline engine, etc. Large office and coal bins. This is a money maker; only grain and coal business in town; located in So. Kan. in one of the best wheat and corn sections in the state. Address Business, Box 9, Grain Dealers Journal, Chicago, Ill.

PUTNAM COUNTY, OHIO, elevator for sale. Capacity 15,000 bus, cribbed structure, located on Ohio Electric Ry. Almost new and in good condition; equipped with all up to date machinery. Population of town 800. Good corn and oats territory, handling about 150,000 bus. of grain annually; coal sheds and retail feed business in connection. Will sell all or two-thirds interest. Address Putnam, Box 10, Grain Dealers Journal, Chicago.

ELEVATORS FOR SALE.

NORTH DAKOTA. Two elevators for sale. Houses are new and in good shape. Cap. 28M each; prices right; terms cash or part cash and good security or No. Dak. land. Address Terms, Box 11, Grain Dealers Journal, Chicago, Ill.

OKLAHOMA. For sale, elevators and storage aggregating 65,000 bu. located at three best points on the O. C. R. R. Country new and fast developing. Doing good business in corn now. Price \$8,000. Good terms if desired. Address G. F. B., No. 104 Exge. Bldg., Kansas City, Mo.

WESTERN OHIO. 30,000 bu. elevator and hay shed and coal bins in corn and oats belt for sale. Handles 200,000 bu. of grain yearly. In town of 1400 inhabitants and no competition. Will sell on account poor health. For particulars address N. B., Box 10, Grain Dealers Journal, Chicago, Ill.

CENTRAL ILLINOIS elevator for sale on I. C. Ry. Nearly new and modern. One good competitor. Good business in grain and coal and good opening for lumber. Price \$7,000. Reasonable terms. Have elevators at all prices and strictly worth the money. If you wish to purchase, write or phone, James M. Maguire, Campus, Ill.

NORTHERN INDIANA. Good 20M bu. capacity elevator doing a good business for sale. Handled 100,000 bu. this last year. Organized territory; good margins; in town of 6 to 8,000 inhabitants; good schools and churches; bank and two R. R.'s. One competitor. Station has record of 350,000. Price \$6,500 for quick sale. Corn now moving and is fine quality. Address Margin, Box 11, Grain Dealers Journal, Chicago, Ill.

ELEVATORS WANTED.

20,000 ACRES WESTERN LAND for sale and exchange for elevators. Address A. M. Vandell, Holdrege, Nebr.

KANSAS country elevator wanted in exchange for Topoka residence. Address Home, Box 11, Grain Dealers Journal, Chicago, Ill.

WANTED—First class Okla., Kans., Nebr. or Mo. money making elevator in good town. Address N. O. K., Box 11, Grain Dealers Journal, Chicago, Ill.

WANT TO BUY small elevator in southeastern Nebr. or northeastern Kans. Name price and description. Address R. A. G., Box 10, Grain Dealers Journal, Chicago, Ill.

WANTED—MODERN ELEVATOR not to exceed 25,000 bu. capacity located in Eastern So. Dak., Western Minn. or No. Dak. Give detailed information in first letter. Irwin Grain & Land Co., Blunt, S. Dak.

WANTED TO LEASE a good elevator in good grain center, or will operate same on a percent. Gilt edge references furnished. Address J. D. R., Box 11, Grain Dealers Journal, Chicago, Ill.

KANSAS. Will exchange my fine home including 8 acres of land adjoining the city of Seneca, Kan., for an up to date elevator doing good business. Address H. R. Sheldon, Seneca, Kansas.

IF YOU WANT TO BUY an elevator make it known to the grain elevator men of the country by advertising in the "Elevators Wanted" column of the Grain Dealers Journal, Chicago, Ill.

ELEVATORS WANTED. A line of elevators suitable for general line of grain. Will lease with privilege of purchase or buy outright. Prefer those located in Central or Northeastern Indiana or Northwestern Ohio. Do not care if they are small capacity. Address Eastern, Box 10, Grain Dealers Journal, Chicago, Ill.

Want an Elevator?

Then consult the "Elevators for Sale" columns in this issue of the Grain Dealers Journal.

ELEVATOR BROKERS.

ELEVATOR BUYERS. You can save money by seeing me before you invest in an elevator. If you want to purchase a plant where you will be sure you will be getting your money's worth and as represented, address James M. Maguire, Campus, Ill.

JOHN A. RICE, Frankfort, Ind. Exclusive elevator broker. Commissions only. Always have the very best offered, all prices, over 600 listed. Reliable and profitable service to both sellers and buyers without exception.

J. D. CHANCELLOR, FOWLER, IND. I have a fine line of elevators for sale at prices that are right. Have some good bargains in Benton Co., Ind., the best corn and oats country in the state. I have one plant for sale that is handling ½ million bu. per year.

A CHOICE ELEVATOR BARGAIN. New slate roof, 17 M. capacity, ships 125M, best conditions, cent. Ind. \$9,000 terms. One GI & I Ry. iron clad, bargain, E. Ind., ships 90M, good retail, \$7,000. Cent. Ind. Van Ry. ships 155M retail pays expense, \$12,000. A good \$3,750 bargain, Big Four E. of Indianapolis. The best County seat \$13,000 grain and retail ele. in Ind. First class property and a bargain, nets \$4,000. A N. Ind. station, both elevators. They ship 300M \$11,500 terms. John A. Rice, Elevator Broker, Frankfort, Ind.

MILLS FOR SALE.

FEED MILL FOR SALE. Good water power. Also 7 acres good land. Price \$5,500. Address 214 Madison St., Waukesha, Wis.

ALFALFA MILL in good running order for sale. Located in alfalfa belt. Also 80 h. p. boiler, 60 h. p. engine. If interested write Thomas Alfalfa Mill Co., Thomas, Okla.

ONE 40 BBL. Nordyke & Marmon mill for sale or lease. Good location; good opportunity. Also large list of rebuilt machines for flour mill and elevators. Write me for list. L. R. Veatch, Lincoln Bldg., Louisville, Ky.

PITTSBURG. For sale, Wolf mill, complete sifter system, capacity 50 bbl., gas engine power; A1 buckwheat mill, capacity 60 bbl., good chopper and crusher; A1 corn meal system, 80,000 capacity. Dandy exchange trade; fine jobbing; two railroads; fine country; 25 miles from Pittsburgh. Mill must be sold on account owner's death. Address Mrs. Jennie Miller, Ex. Evans City, Pa.

WASHINGTON. A 150 bbl. electric flour mill at Ralston, Adams Co., Wash., on the Chicago, Milwaukee & Puget Sound Ry. for sale. Completed last year. Nordyke & Marmon machinery. Everything new; makes highest grade patent; two warehouses, two acres of ground. Original owners failed through lack of capital; we bought under foreclosure. Will sell at 75% of actual cost. Land donated. German-American State Bank, Ritzville, Wash.

BUSINESS OPPORTUNITIES.

GOOD FLOUR AND FEED business for sale. Terms reasonable. Box 135, Maryland, N. Y.

IF YOU ARE SEEKING A BUSINESS write to the Manager of the Want Ad. Dept. of the Grain Dealers Journal, Chicago, Ills.

IOWA. For sale, first-class grain, coal and implement business. Cash only. Address C. C. I., Box 11, Grain Dealers Journal, Chicago, Ill.

CENTRAL NEBRASKA. For sale 320 acre grain and alfalfa farm improved; price \$25,600, incumbrance \$10,000. 160 acre farm improved, price \$12,000, incumbrance \$3,500. Address A. M. Vandell, Holdrege, Nebr.

IOWA. On account of failing health I will sell my grain, coal, flour and feed business. City of good schools and churches. New elevator, work for four men. Will bear investigation. Address A. A., Box 10, Grain Dealers Journal, Chicago, Ill.

COLORADO. For sale a good wholesale and retail flour and feed business, established nine years. In one of the best towns in the state of Colorado. Has very best class of trade. Everything first class. Requires \$20,000 to \$40,000 to handle. For particulars address Colo., Box 10, Grain Dealers Journal, Chicago, Ill.

ALABAMA. Want to retire and will sell large grain business, established for ten years. Most convenient warehouses and best location in city. Will lease or sell property. Located at Birmingham, Ala., the fastest growing city in the U. S. Population 1900, 38,415; 1910, 132,685; per cent of growth 245.4. Address Box 757, Birmingham, Ala.

INFORMATION.

READERS DESIRING to learn by whom, or where any grain handling machine or device is made can generally obtain it promptly by addressing Information Bureau, Grain Dealers Journal, Chicago, Ill.

A Xmas Present For You.

THE MOST PLEASING PRESENT you can secure for your friend, the grain dealer, is a subscription to the Grain Dealers Journal for one year, beginning with the Christmas Number. It will remind him of you every day of the year and every minute of the day when a fresh copy arrives. A Christmas letter telling him that the Journal is sent with your compliments will also be sent. Price \$1.50. Grain Dealers Journal, Chicago, Ill.

BUYERS AND SELLERS

of grain elevators. You can make your wants known quickly by advertising in the "Elevators for Sale and Wanted" columns.

2 Journals \$2.00

Send us Chicago or New York exchange for \$2, and we will send you the weekly

HAY TRADE JOURNAL of Canajoharie, N. Y.

and the semi-monthly

GRAIN DEALERS JOURNAL of Chicago,

both for one year. Try the combination to-day. Address,

Grain Dealers Journal, 255 LA SALLE STREET, Chicago, Ill.

SITUATIONS WANTED.

MANAGER OF COUNTRY ELEVATOR wants position. Experienced and capable; married, and can give references. Address E. L. Reed, Hallsville, Ill.

WANTED—POSITION by young man 25 years of age; 4 years' experience. Expert gasoline engine; good bookkeeper; best reference. Go anywhere. Address Ed, Box 4, Grain Dealers Journal, Chicago.

MANAGER OF ELEVATOR or line of elevators wants position. Hustler; 20 years experience. Good mixer; good judge of grain. Address Ston, Box 10, Grain Dealers Journal, Chicago, Ill.

MANAGER of elevator and coal yard wants position. Experienced; age 42, married. Am the right man for the right place. Address A. E. L., Box 6, Grain Dealers Journal, Chicago, Ill.

MANAGER OF ELEVATOR, either with a mill or a country station, wants position. Have had 25 years' experience and can give references. Address A. C. P., Box 3, Grain Dealers Journal, Chicago.

WANTED—POSITION AS MANAGER of a country elevator. Have had 8 years' experience and can furnish A 1 references. Address Manager, Box 11, Grain Dealers Journal, Chicago, Ill.

TELEGRAPH OPERATOR wants position. 2 years experience marking board and handling option transactions, grain, provisions and stocks. Some elevator and coal experience. Address Combination, Box 313, St. Paul, Nebr.

WANTED POSITION AS MANAGER of country elevator in Ohio. 7 years experience in the grain business; can furnish A-1 references; married. For further particulars address L. U. T., Box 11, Grain Dealers Journal, Chicago, Ill.

WANT A JOB as grain buyer, manager of an elevator, engineer, traveling solicitor or any position connected with the grain business? If so, make your wants known to progressive grain dealers who are in need of experienced help through the "Situations Wanted" column of the Grain Dealers Journal.

MANAGER drawing \$100 per month from a Farmers Elevator in central Kansas handling 300,000 bu. of wheat this year, wants the offer of a better paying position. Has thorough knowledge of office work, elevator machinery and Kansas milling trade. Cannot leave present position before Feb. 1st, 1911. Address W. S. P., Box 11, Grain Dealers Journal, Chicago, Ill.

FIRST CLASS GRAIN MAN wants position with some grain company. Have had six years experience and am competent to successfully fill any position pertaining to the grain business. Am not afraid of dirty work. Will go anywhere. Salary to start with no object. Can furnish best of reference. Address T. A. N. Box 8, Grain Dealers Journal, Chicago.

MISCELLANEOUS.

MILLS AND ELEVATORS INSTALLED. Repairing and remodeling a specialty. Rope transmission and supplies. D. M. Firestone, Wakarusa, Ind.

WE WANT TO BUY a Burroughs adding machine that has been used a short time. Give size, price and condition in first letter. Address Behymer Bros., Rockford, Ohio.

HAY PRESSES FOR SALE.

AT HALF ITS VALUE, one Alligator full circle box hay press and straw press, 17x22 for sale or will exchange for a good lime grinder and pulverizer. H. C. Kyner, Shippensburg, Pa.

HELP WANTED.

WANTED—YOUNG MAN to work in hay and grain elevator with experience. Chicago. Address Work, Box 11, Grain Dealers Journal, Chicago, Ill.

WANTED—BOOKKEEPER with experience in hay and grain business. Give full particulars as to experience and salary wanted. Chicago. Address Bookkeeper, Box 11, Grain Dealers Journal, Chicago, Ill.

WANTED—Man to take charge of country elevator in Wisconsin. We want a hustler who can work a good retail trade in a town of about 15,000. State experience and salary wanted. Address Hustler, Box 11, Grain Dealers Journal, Chicago, Ill.

WANTED AT ONCE—Good competent man to run elevator. One who has had experience with steam engine and can make repairs about machinery when needed. Address John, Box 11, Grain Dealers Journal, Chicago, Ill.

EXPERIENCED HELP, such as managers for country stations, foremen, auditors and employees need in the grain business are readily secured thru an ad in the "Help Wanted" column of the Grain Dealers Journal, Chicago.

WANTED—An experienced young man of good habits and ability. Must understand gasoline engines, machinery and grain; good mixer and capable of buying. Fine opening. Must have reference. Address Ability, Box 11, Grain Dealers Journal, Chicago, Ill.

ROCK PHOSPHATE.

ROCK PHOSPHATE makes grain. Ask for crop chart. The Farmer's Phosphate Co., Urbana, Ill.

WANT HELP?

Then consult the "Situations Wanted" columns of the Grain Dealers Journal.

MEAL FOR SALE.

OWL BRAND COTTON SEED MEAL for sale. 41-43% protein guaranteed. Standard for 35 years. Write for our booklet, "Science of Feeding." F. W. Brode & Co., Memphis, Tenn.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

HAY FOR SALE.

ALFALFA AND PRAIRIE HAY, carload lots. Lowest prices. Orders promptly filled. E. R. Boynton Hay Co., Kansas City, Mo.

HAY WANTED.

HAY & STRAW WANTED—Correspond with us. W. J. Armstrong Co., Milwaukee, Wis.

Red Clover, Timothy, Alsike, Mixed Alsike and Timothy.

BUY OR SELL. Send samples stating quantity

THE ADAMS SEED CO.

Decorah, Iowa

SALT

**NEW BARRELS
NEW SALT
PROMPT SHIPMENTS**

**WRITE US FOR PRICES
THE COLONIAL SALT CO.
AKRON, O.**

MANHATTAN BLDG. CHICAGO D. S. MORGAN BLDG. BUFFALO, N.Y.

Want a Position?

Read the following and advertise in the "Situations Wanted" column of the Grain Dealers Journal.

Indianapolis, Ind., Feb. 8, '10.

Grain Dealers Journal,

Chicago, Ill.

Gentlemen:

Please discontinue my advertisement, for your efficacious journal has procured me a good position. Luck to the Journal.

Respectfully,

Everett W. Cox.

Cost is only 15 cents per type line per insertion.

Want a Job?

—Advertise in the Situations Wanted columns of the Grain Dealers Journal

SEEDS FOR SALE.

EBERTS GRAIN CO., Nabb, Ind., offers sunflower seed and winter turf oats in car lots and less.

FOR SALE—SEED. Pure medium, mammoth and alsike seed. Write for samples and prices. Nathan & Levy, Ft. Wayne, Ind.

FOR SALE GERMAN MILLET our specialty and we are now ready for business on the new crop. Correspondence solicited. D. H. Clark, Galt, Mo.

FOR SALE—Kentucky grown orchard grass and Kentucky fancy blue grass, fancy and unhulled red top, car lots or less. Louisville Seed Co., Louisville, Ky.

ALFALFA SEED, grown in Artesian Valley for sale. Also cane, millet and kaffir corn. Write for prices. Meade Grain & Seed Co., Meade, Kans.

NEW MADRID SEED CORN for sale in car lots. Both white and yellow. Specially selected and put up in even weight branded bags. Jasper, Newsum & Co., New Madrid, Mo.

MEDIUM CLOVER free from buckhorn. Also alsike and alfalfa home grown only. When you want to buy write us. We buy all kinds of seeds. O. Gandy & Co., South Whitley, Ind.

IF THE SEEDS YOU WANT are not advertised here, write us. We keep a record of seed offered for sale and may be able to refer you direct to firms having what you want. Seed Dept. Grain Dealers Journal, Chicago, Ill.

JOHNSON GRASS SEED. Now in position to supply reasonable quantity choice, new crop seed. Suggest early purchases as crop is small and demand heavy. At close of last season could not be had at all. Pittman & Harrison Co., Sherman, Texas.

CHOICE HOME GROWN CLOVER, medium or mammoth, alsike and timothy. Raised in the best seed territory in the United States. In quantities from one bag to car loads. Samples and prices on request. Ask us about seed oats. The Sneath-Cunningham Co., Tiffin, Ohio.

WE HAVE a consignment of turkestan dodderfree alfalfa, crimson clover stored in New York; new crop European alfalfa, red clover, white clover, timothy, Engl. regrass, Bromus Inermis. Apply to our representative, I. L. Radwaner, 229 Broadway, N. Y. City. R. Liefmann Sons, Successor, Hamburg, Germany.

SEED CORN for sale. Local or car lots, also oats, millet, cane seed and kaffir corn. Will mix car lots if desired. Let us know your wants. Varieties of corn, Reid's yellow dent, Golden Beauty, Iowa Gold Mine Improved Leaming, Boone Co. white, St. Charles white, Iowa Silver Mine, Bloody Butcher, Calico and squash corn. Hayes Produce Co., Topeka, Kansas.

KAFFIR CORN. We are now prepared to make delivered prices on kaffir delivered to any part of the U. S. We are located in the center of kaffir corn territory; when you get your stock from us you get it direct from the fields, not mixed stock from terminal elevators. We guarantee it to arrive cool, dry, sound and sweet. J. C. Haines & Co., Augusta, Kansas.

HIGH YIELDING SEED GRAIN. Varieties of oats—Silvermine, Big 4, National and Swedish select, recleaned and tested. Shipped on approval. Varieties of seed corn—Reid's yellow dent, Boone County white and early yellow dent, grown from selected seed stocks and bred especially for high yield and early maturing. Every bushel of my seed corn is selected by experts and tested for germination. Write for my delivered prices on 100 bu. lots or carload lots. L. C. Brown, La Grange, Cook County, Ill., Farm Seed Specialist.

SEEDS WANTED.

TIMOTHY, ALFALFA, CLOVER AND seed corn. Supply samples and quotations. The M. G. Madson Seed Co., Manitowoc, Wis.

WE ARE large handlers of Santa Fe cane seed and millet seed. Quote us. McGregor Mfg. & Gr. Co., McGregor, Tex.

Clover SEED WANTED. Any quality or condition. Buckhorn lots a specialty. Send samples with price to C. C. Norton Sons, Greenfield, Ohio.

SUNFLOWER, CANESEED, KAFFIR corn, milo maize, buckwheat, bran and middlings wanted. Send samples. V. E. Herter, Dayton, Ohio.

SEEDS WANTED. New crop medium and mammoth clover seed. Buckhorn free. Quote with samples, L. C. DeWall, Proctor, Ford Co., Ill.

YOU CAN EASILY find a buyer for your pure seeds and grains by placing an ad in this column. Send to Mgr. Want Ad Dept., Grain Dealers Journal for particulars.

WE ARE IN THE MARKET for clover seed tailings, screenings, low grade seed and buckhorn seed. Send good fair sample of same which shall have our prompt attention. J. M. King & Son, North Vernon, Ind.

OATS WANTED FOR SEED PURPOSES

If you have nice, clean, heavy oats for sale, send us sample and advise quantity you have to offer.

NORTHROP, KING & CO., MINNEAPOLIS, MINN.

G. S. MANN—SEED BROKER

715 Postal Telegraph Bldg., Chicago, Ill

SUNFLOWER A few cars New Crop Mam. Russian seed can be booked at special price for November shipment.

MILLET Imported Millets for poultry feeds now quoting at low values. Write for samples and firm offers.

GRAIN WANTED.

SALVAGE GRAIN. We buy grain salvage in any quantity, wet or dry. American Cattle & Poultry Food Co., Binghamton, N. Y.

NEW WHEAT AND OATS of every description wanted. Mail samples and name price delivered Philadelphia. Address L. F. Miller & Sons, Phila., Pa.

BUCKWHEAT FOR SALE.

Buckwheat flour
Buckwheat groats

For sale by
Miner-Hillard Milling Co.,
Wilkes-Barre, Pa.

WE WANT CLOVER

Timothy, etc. Send samples, stating quantity.
THE ADAMS SEED CO., Box 9, DECORAH, IOWA

THE TOLEDO FIELD SEED CO. CLOVER AND TIMOTHY SEED

Consignments Solicited.
Send Us Your Samples.

ASK FOR OUR DAILY BIDS
TOLEDO, OHIO

OKLAHOMA GROWN SEED CORN

Specially Selected and Distributed
by

J. E. FARRINGTON SEED HOUSE
Chickasha, Oklahoma

*To Buy Kaffir Corn
& Milo Maize
Write to
B. C. Christopher & Co.
Kansas City Mo*

THE ALBERT DICKINSON CO.

Clovers

Timothy

Flaxseed

Bromus inermis

Dwarf Essex Rape Seed

Main Office, CHICAGO, ILL.

SEEDS

Blue Grass
Orchard Grass
Millets, Hungarian
Redtop, Seed Corn
Peas, Beans, Buds, etc.
MINNEAPOLIS, MINN.

J. G. PEPPARD BUYS AND SELLS

MILLET, CANE, KAFFIR, POPCORN, SEED CORN, ALFALFA, TIMOTHY, CLOVER.
AND ALL
KINDS OF **FIELD AND GRASS SEEDS**

1101 to 1117 West 8th, Near Santa Fe St., KANSAS CITY, MO.

WE ARE DEALERS IN SEEDS

Timothy, Clovers, Millets, Etc.

Also Seed Grain

MINNEAPOLIS SEED CO. MINNEAPOLIS, MINN.

Established 1875

The M. G. MADSON SEED COMPANY
SEED GROWERS, IMPORTERS and MERCHANTS
MANITOWOC, WISCONSIN

INVINCIBLE GRAIN CLEANERS

By design, experiment and many trials have been found to be truly invincible.

We have been asked more than once, How can that be? Our answer is, that we have had the best talent in designing our cleaning machinery and our

INVINCIBLE SHOP STANDARDS

Have accomplished this. By Invincible Shop Standards we mean the best material—the best workmanship and the greatest care in all the processes of manufacture.

With these excellent conditions we feel confident that we can prove that our machines will do all that we claim and will fulfill all that is implied in the name we have given them. Write us for particulars.

INVINCIBLE GRAIN CLEANER CO., Silver Creek, N. Y.

Represented by F. J. MURPHY, 225 Exchange Bldg., Kansas City, Mo.
N. W. Representatives: STRONG-SCOTT MFG. CO., Minneapolis, Minn. C. L. HOGLE, 623 Board of Trade, Indianapolis, Ind.
FRANK E. KINGSBURY, Terminal Hotel, St. Louis, Mo.
C. H. STERLING, Jefferson Hotel, Toledo

IMMEDIATE SHIPMENT

VIA ALL LINES

HARRISBURG COAL

DOMESTIC LUMP over a 6-in. Shaker Screen

DOMESTIC EGG through a 6-in. and over 3-in. Shaker Screen

DOMESTIC No. 1 NUT through a 3-in. and over 2-in. Revolving Screen

We Load Sealed Box Cars

Operators also in the following fields: Linton No. 4, Green County, Ind.; Springfield, Ill.; Clinton, Ind.; Fairmont, W. Va.; Cambridge, Ohio

O'GARA COAL CO.

General Offices: **CHICAGO, ILL.** Minneapolis Office: Marquette Bldg. 209 Lumber Exch.

GRAIN DEALERS JOURNAL

Published on the
10th and 25th of Each Month
by the

Grain Dealers Company

255 La Salle Street, Chicago, Ill.

CHARLES S. CLARK,
Manager.

Subscription Rates

To United States, Canada and Mexico one year \$1.50, two years \$2.50.
To Foreign Countries within the Postal Union, prepaid, one year \$2.50; two years \$4.00.
A Red Wrapper on your Journal means your subscription has expired.

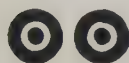
The Advertising

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade place your announcements in the leading Journal.

Letters

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered as Second-Class Matter Aug. 5, 1898, at the Post Office at Chicago, Ill., under Act of March 3, 1879.



GOLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY

CHICAGO, ILL., DECEMBER 10, 1910.

BUY grain right, so you can profit by handling it or let some other dealer lose money by shipping it.

DATING BACK Bs/L in order to make it appear that shipment was made within the contract time is a practice both the railroads and the Interstate Commerce Commission seem determined to stop. In time gone by, shippers, through the connivance of local station agents, have often imposed upon buyers to their own profit. No one dares to defend the practice, so it will soon be forgotten.

REFUNDING drayage charges on misrouted shipments presents so many opportunities for discrimination that the Interstate Commerce Commission has revoked a rule providing for the refund and issued a new rule forbidding it, excepting that the error be corrected in an impossible red tape method, which would effect a greater loss than the loss of drayage. On page 708 of the Journal for Nov. 25th we published a complaint of the injustice of the Commission's ruling. In "Letters" this number appears another complaint of similar character. If others of our readers have suffered similarly, they should, in the interest of the trade, make known their loss, so that some steps may be taken to protect grain shippers from losses of this character.

IF YOU really want to know write our Information Bureau

NOT ONLY is Iowa holding the biggest corn show in the history of the state at Des Moines this week, but many very successful shows have been held at different points about the state and prize winning ears have been selling at fabulous prices. Every grain growing state can indulge in county shows of this character with pleasure and profit.

MOISTURE testing apparatus is being placed in so many country elevators, there remains but little doubt that the time is near at hand when the country grain buyer will make a determined effort to grade his purchases as are graded his sales. The buyer of the old school who accepted all of each kind of grain at the same price, will soon find the better grain going to his competitor while he pays the top of the market for the off-grades. The result is easy to foretell.

SEED DEALERS for the first time seem to be feeling the full force of the many campaigns against inferior and adulterated seeds and in favor of seed of the best quality. The high prices prevailing for grain and seeds the past two years have served to increase the farmer's desire for more good grain, hence he has more willingly accepted the advice given by the various agricultural departments and experiment stations and is giving more attention to the careful selection of superior seed than ever. The grain dealers of the country have done much to help along the improved seed movement and, no doubt, they will be among the first to profit by the increased production of grain, as the feeding and consumption at home is not likely to increase in the same proportion as does the increased yield resulting from more intelligent farming.

THE INCREASED use of cement in the construction of heavy foundations for grain elevators, engines and for floors of sinks, basements and engine rooms, serves to emphasize the grain dealers recognition of the great advantages of a clean house. By this free use of cement, all kinds of rodents are prevented from burrowing about foundations and building nests. Then it is such an easy matter to clean out the dark corners of pits and basement that the place is most uninviting for weevil and other grain infesting insects. Dealers who have recognized the necessity of their engines being firmly anchored on a heavy foundation, build with cement foundations to suit the needs of each engine and thereby prolong the life of power plant. By raising engine off of floor, it is more accessible, easier to start, out of the dirt and in case of fire in engine room, should the floor happen to be built of wood, the engine has some chance to escape damage.

DISCRIMINATION in the matter of freight rates to the Southeast seems to have been a reality and arrests were made recently at Savannah, Ga., but as the Interstate Commerce Commission is determined to investigate the matter thoroly, there seems little doubt but this form of favoritism will soon come to an end.

GRAIN DEALERS who are so unfortunate as to own elevators on the Illinois Central right of way will now be put to the extra expense of painting their buildings a colonial yellow (ask your wife, we don't know) with box car red trimmings, the new standard color adopted by the road for buildings on its ground. As heretofore grain dealers whose buildings are on their own land, will paint them any color that suits their taste without dictation from anyone.

THE PRESIDENT'S B/L recommendations merit careful consideration and close watching on the part of the grain shippers of the country. The idea of levying a penalty on all shippers simply because a few have offended, by means of forged Bs/L, does not justify the railroads charging extra for issuing Order Bs/L properly signed. The railroads should bear the burden of issuing incorrect Bs/L, not the public. Every other corporation is liable for the action of its agents and there seems to be no excuse whatever for making an exception in the case of the railroads.

KANSAS GRAIN shippers have been charged with refusing to subscribe funds to assist in the State Agricultural College's campaign for improved wheat, because they were convinced it was against their interest, the argument being that shippers could make more money out of poor grades of wheat than they could out of wheat of prime quality which graded No. 1 or 2 in every market. The grain shippers of Kansas are shrewd enough to know that improved seed wheat and intelligent cultivation is sure to result in more grain being hauled to their elevators, and while it is likely to result in an improvement in the average quality of the grain delivered to them by the farmers, still enough poor grain will be marketed by shiftless farmers to satisfy the wishes of any elevator man to mix inferior grain with the good. Few elevator operators, save those having modern grain hospitals, are equipped to mix either profitably or advantageously. The average country elevator has so few bins that the operator finds it necessary to mix grain of different qualities, even tho he desires to do otherwise. Kansas grain dealers having voted to raise money to help promote the cause of improved seed wheat will gladly contribute, if properly approached, as will the shippers of any other state whose business is now reduced to small proportions by reason of poor seed and backwoods farming methods.

SOUTH DAKOTA'S railroad commission is working to secure the establishment of state inspection of grain at Aberdeen. No doubt, the Commission wants more places for friendly supporters. After the department has been placed in order at Aberdeen, no doubt there will be a demand for political berths at other points. The expense of stopping grain in transit for weighing and inspection is too great to be practicable.

GRAIN DEALERS and millers who would like to have their insurance cost reduced, should peruse carefully the fire statistics published on page 802 this number. These statistics were gathered from eight of the leading mutual companies by a committee of insurance men and present reliable evidence regarding different fire hazards which could readily be eliminated if the owners of grain elevators and flour mills would exercise care and caution.

JIM HILL'S Thanksgiving dinner gave him a frightful attack of doldrums and he insisted that unless the railroads be permitted to increase their rates, as suits their selfish desires, the country is sure to go to the demnition bow wows. If the railroads ever expect to receive favorable consideration from the shipping public, they must first give the shippers of the country fairer consideration. Since the abolition on rebates, cut rates and discriminations of 97 different varieties, the railroads have employed every known form of shrewdness to take advantage of the small shipper and in many cases have indulged in practices absolutely dishonest. One of their most flagrant abuses is to overcharge a shipper and then refuse to refund until compelled by the commission and the courts to do so. Grain is misrouted, often intentionally, lost and delayed for interminable periods and just claims for damages are returned without consideration or comment. The railroad owners seem to be determined not to recognize the fact that the shipping public has any rights; and if permitted they will ignore the government and the people just as they have been doing in many cases, but later they will suffer more rigid regulation than yet has been dreamed of. The proposed advance in rates is not necessary. Railroad stocks and railroad securities are all commanding premiums, notwithstanding that stocks have been watered beyond belief. Passes have been abolished and freight rates advanced from 10 to 40%, until the income of every carrier has been increased to a figure far beyond that of possible fifteen years ago. Rates are high enough now and the railroads can get along very handsomely on the present schedule. They will be lucky if many reductions are not ordered.

WHEN YOU see a car leaking grain, report the facts to us and we will publish in the hope of reaching the owner of the grain. Do not procrastinate. Send us the facts today.

THE INCREASING use of incandescent electric lights in country elevators shows that the progressive men of the trade are recognizing the danger of using lights with exposed flames where dust explosions are likely to be caused.

HOG CHOLERA in some sections of Missouri, resulting from feeding of new corn, has decreased the feeding. No doubt feeders in other sections where corn is not well matured will encounter the same difficulty to the advantage of the grain shipper.

OVERCOMING WATER COMPETITION.

Ever since the railroads began hauling grain east from Buffalo in competition with the Erie Canal, they have striven to devise means for overcoming the depressing influence of water competition on their freight rates. For years, they controlled most of the elevators in Buffalo Harbor and by means of increased charges for elevation and storage, sought to divert grain from the canal to the railroads.

Their greed and unreasonable toleration of water competition are to blame for the state of New York voting \$110,000,000 several years ago to place the Erie Canal in condition to become a more potent factor in transportation to the seaboard. Unwilling to grant the independent lake vessels or canal boats any business, they devised a schedule of rates which makes it cheaper to send grain from Chicago to New England points, all rail, than if taken most of the way by water, altho the rate to Buffalo is often but a fraction of a cent.

At present the rail rate to New England on oats from Chicago via lake to Buffalo and via rail from there on is virtually the same as if taken *all rail* from Chicago. In other words, the railroads now charge 5c a hundred more for grain beyond Buffalo which arrived there by water than if the same grain arrived there in cars. The very men who have been shouting loudest and demanding that the railroads be treated with fair consideration, will try to defend this high-handed steal before the Interstate Commerce Commission at Chicago next week.

Gradually the Commission is investigating and correcting rank abuses of this kind, but the railroads are making much greater speed in forcing new impositions of similar character upon the public. It seems like hollow mockery for any railroad representative to prate of fairness, justice and equity because their rules compel the banishment of all such considerations when dealing with the interests of the dear public.

CINCINNATI WILL HAVE OFFICIAL WEIGHTS.

Several years ago, the Cincinnati Chamber of Commerce adopted a co-operative plan for weighing grain in that market which for a time silenced the persistent demand for the weighing of grain by disinterested weighmen, but the plan was wrong. The outsiders were dissatisfied and finally after many meetings and discussions in an earnest attempt to solve the problem to the satisfaction of all concerned, the Board of Directors has taken a firm stand against lending its good name and reputation to weights taken by employes of the warehousemen.

It has been repeatedly pointed out that disinterested weights could not be expected so long as the weighmen were indebted to the elevator or warehousemen for their position. Wherever this plan of operation has been tried, it has not long proved satisfactory and in Cincinnati it has proved more unsatisfactory than was expected by even those most bitterly opposed to it.

This week the Board of Directors of the Chamber of Commerce adopted a resolution providing for the organization of a Weighing Bureau on a basis absolutely independent of the warehousemen. It may be necessary to increase the weighing fee to the figure in force before the co-operative plan was introduced. However, outsiders will not object to a reasonable fee for the weighing of their grain by men who hold their positions only by their ability and determination to weigh grain correctly and without bias.

Operating the weighing department by the Chamber of Commerce independently of the warehousemen, will place the weights above suspicion and make the market far more attractive. The Directors of the Exchange are to be congratulated and commended for the action they have taken.

A REAL CAR famine is existing in many sections of the country and grain shippers are complaining bitterly of their inability to complete time contracts. Oklahoma shippers have appealed to the corporation commission. With the coming of cold weather and snow, the condition of transportation facilities especially on the northern railroads, will no doubt, become more and more aggravating.

PRIVATE CAR seals have proved of so much assistance in protecting shippers of grain from petty thieves and such a great aid in reducing and tracing shortages that nearly every shipper is now using seals numbered consecutively, bearing his own name and address. The weighing department officials of nearly every terminal market have made so many recommendations along this line shippers are convinced of the efficiency of private seals.

DETERMINING THE DISCOUNT.

Track sellers of grain have always feared and often complained of the discount on their off-grade grain shipments and, no doubt, most of the complaints have been fully justified by the heavy discounts taken by a few buyers.

Toledo Produce Exchange Members have a very fair way of determining discounts on off-grade grain shipped there in fulfillment of contract. At a stipulated hour each morning, the samples of the off-grade grain are offered openly on the exchange floor to whomsoever desires to bid for the grain represented by the samples. This is the most practical method yet adopted for arriving at an equitable discount. Few buyers can always so ignore their own interests as to fairly fix the discount on the grain shipped to them in fulfillment of a contract. It is but natural that they should be prejudiced against the off-grade grain which is not what they want and not what they bid for. The shipper would not be able to say what would be a fair discount even tho he happened to be in the terminal market the day his shipment was graded.

It would be far better if a discount committee could meet at the close of 'Change each day and decide what is a reasonable discount on the different off-grades of each kind of grain and do this without knowledge or consideration of who had that day received off-grade shipments on contract. The freer the committee is from prejudice in the matter, the easier will it be for its members to decide the discounts justified by the local conditions prevailing that day.

Neither the shipper nor the receiver are competent to pass upon the amount of the discount. Both are interested. The offer of some track buyers to pay a premium for grain which graded better than contract, helped some shippers to forget the heavy discounts, but their ever recurring complaints against what they consider extortion must be recognized. A fairer method of determining discounts must be adopted or the shippers will cease selling on track to many buyers whose high bids so frequently are followed by doubly high discounts.

ICE, SNOW or rain have never been known to improve the quality of corn, yet some dealers are accepting the mixture at the top of the market.

BARLEY has been chasing up the price ladder this week with a determined desire to overtake flax seed. Tama Jim's land booming crop reports at times are very extravagant and far from the truth.

MISSOURI CORN in some sections is said to be suffering from an attack by the corn ear worm, an insect which eats portions of the kernel on the tip of each ear and thus reduces the market value of the entire lot.

Settlement by Carrier on Value at Origin or Destination.

A test case has been made by the Chicago Board of Trade of the claim by J. C. Shaffer & Co., against the Chicago, Rock Island & Pacific Ry. to recover \$1,483 damages for conversion of a carload of wheat in transit.

Of two cars of wheat sold by John I. Glover to plaintiff, one went thru from Kansas City to Chicago, while the second, thru in admitted error of the carrier, was switched into the plant of the Quaker Oats Co., at Cedar Rapids, Ia., and unloaded. To fill their contract with an eastern buyer, J. C. Shaffer & Co., some weeks later, on learning of the conversion of the car, were forced to buy in the open market at Chicago an equal quantity of wheat at a higher cost. Suit was brot for the difference in the cost of the carload bought at Kansas City and that purchased at Chicago.

The carrier's defense is that the uniform B/L contains a clause making the value at place of origin the basis of settlement; and since the shipment moved under this B/L the railroad company alleges payment of the claim would violate the interstate commerce act.

Under the common law the carrier can be made to pay the claim on basis of destination value; but the directors of the Board of Trade feel that the principle involved is of wide interest, and have instructed the counsel for the executive committees to bring the claim before the Interstate Commerce Commission rather than in court, as the Commission, it is expected, will make a ruling on this clause that will be recognized by all carriers.

Chester Arthur Legg, counsel for the executive committees, has already filed the complaint with the Commission and has been advised the carrier will have 20 days to make reply. Mr. Legg believes the clause in the uniform B/L basing settlement values at point of origin and time of shipment can not be applied with justice to any commodity which is fluctuating in value, such as grain. It is hoped that this test case will lead the Commission to order an exemption of grain from this objectionable clause.

Complainant and defendant will be given a hearing at Chicago Dec. 13 by Examiner Needham for the Interstate Commerce Commission.

Exports of Breadstuffs

Our exports of breadstuffs for the 10 months prior to Nov. 1, included 4,494,815 bus. of barley, 30,330,829 bus. of corn, 1,761,775 bus. of oats, 17,247 bus. of rye, 16,782,189 bus. of wheat and 6,368,774 bbls. of wheat flour, compared with 3,279,192 bus. of barley, 27,262,363 bus. of corn, 924,479 bus. of oats, 366,606 bus. of rye, 34,780,964 bus. of wheat and 7,426,098 bbls. of wheat flour exported during the corresponding period of 1909.

The total value of breadstuffs exported during the 10 months prior to Nov. 1, amounted to \$74,562,763, compared with \$99,131,246 worth in the corresponding period of 1909, as reported by O. P. Austin, chief of the Bureau of Statistics.

The American Linseed Co. has filed a protest against the assessment of duty on the basis of gross weight of a shipment of flaxseed from Canada, alleging the duty should be paid on net weight. The cake has been exported and application made for drawback.

Leaking Grain in Transit.

Grain dealers in all parts of the country can help their brother sufferers in the collection of just claims for loss of grain in transit by reporting to the Grain Dealers Journal, Chicago, for free publication, the initials, number and condition of cars which they see leaking grain in transit, or passing with broken seals or open doors. It is not expected that grain shippers will spend their time along railroad tracks watching for leaking cars, but whenever they do see a car passing in bad condition, they can with little cost help a brother shipper and encourage railroad companies to provide better cars and protection for shipments in transit.

If any of the cars reported happen to be yours, a word to us of appreciation of the service performed will, no doubt, encourage other dealers to keep a more vigilant lookout for other cars in bad condition.

Recently we have received reports on the following cars:

N. P. 43256 was switched on sidetrack at Carrington, N. D., Dec. 10, and wheat was transferred by the section men into N. P. 26881. As 43256 had a bad leak in the floor and quite a lot of wheat was scattered by reloading it to 26881, we are unable to say how much will be lost.—Fred Beier, mgr. Hammer-Halvorsen-Beier Eltr. Co.

Southern 137992 came into Parkersburg, Ia., on the C. N. W. during the night of Dec. 7 and was set out here for repair. It contained yellow oats and was leaking badly thru bottom of car at one end.—A. K. Smith, agt. Independent Grain & Lbr. Co. In regard to this same car H. Schultz writes: "Car of oats on C. N. W., Dec. 8, was leaking at drawbar; about 50 bus. left in yard. Train left without being patched. Can give no number, as I am located on the I. C. and could not read the number."

P. R. R. 74031, loaded with wheat, passed thru Rays Crossing, Ind., Nov. 26, going south, leaking at corner of car.—Orville E. Gordon, Kennedy & Gordon.

G. R. & I. 3540 was thrown out at Guide Rock, Neb., Nov. 26, with a hot box; leaking wheat badly. We repaired it the best we could.—R. W. McC., McCallum & Cray.

N. P. 27658 was leaking wheat thru side at bottom of car, on sidetrack at Colfax, Ia., Nov. 25.—S. M. Brown & Son.

St. L. & S.-W. 18510, loaded with wheat, passed thru Florence Station, Ill., Nov. 15, with no seals.—Alfred Cram.

N. P. 47155, loaded with wheat, passed thru Florence Station, Ill., Nov. 15; had no seal.—Alfred Cram.

Ill. Cent. passed thru Florence Station, Ill., Nov. 14, northbound on the St. P., loaded with wheat and with one door completely gone.—Alfred Cram.

N. Y. C. & H. R. passed thru Florence Station, Ill., Nov. 13, northbound on the C. M. & St. P., loaded with wheat; no seal and one door open.—Alfred Cram.

O. S. L. 9285 passed thru Culver, Kan., going east in the evening of Nov. 10, leaking wheat badly at sides of bottom of end door, also slight leak at west end bottom of sheeting. Sealed on north side door with seal No. 230, E. T. Crumm.—Jno. E. Hughes, mgr. Culver Grain & L. S. Ass'n.

N. P. 44266, loaded with durum wheat for the Russell-Miller Mfg. Co., passed thru Berea sta., Valley City p. o., N. Dak., Nov. 10, leaking badly.—B. J. Knudson, agt. Powers Eltr. Co.

Tex. Pac. 12462 was leaking wheat badly in Beardstown, Ill., Nov. 9. I saw it while there that morning.—C. C. S., C. W. Savage & Son, Virginia, Ill.

Exports of Buckwheat and Linseed Oil.

Buckwheat amounting to 63,906 bus. was exported during the nine months prior to Oct. 1; compared with 194,614 bus. exported in the first nine months of 1909.

Linseed oil amounting to 121,122 gallons was exported during the first nine months of this year, compared with 179,378 gallons exported in the first nine months of 1909, as reported by O. P. Austin, chief of the Bureau of Statistics.

Learn to Laugh. A good laugh is better than medicine. Learn how to tell a story. A well-told story is as welcome as a sunbeam in a sick room. Learn to keep your troubles to yourself. The world is too busy to care for your ills and sorrows.

Letters From Dealers

[Here is the grain dealer's forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

ADVOCATES MANAGERS ASS'N.

Grain Dealers Journal: I think that an association composed of the managers of country grain elevators would be of great value to us, as we could all learn one another's methods and more about where to sell to the best advantage.—S. J. Price, mgr. Farmers Business Ass'n, Beaver City, Neb.

SHRINKAGE DISCLOSED BY A STOCK BOOK.

Grain Dealers Journal: I have read with pleasure the article by J. C. C. on "Account Books for Grain Dealers" in the last number of the Journal.

I would like particularly to emphasize the value of keeping a stock record of some sort, not only for the benefit to be derived from it in making a settlement with the Insurance Co., in case of fire, but also for its great value as a check on the loss in handling through the elevator.

You will always find in keeping a record of this kind, that the book shows some grain in the elevator when it is actually empty. This is due, of course, to the shrinkage, cleaning and handling and other usage. If whenever an opportunity offers to check this loss the elevator man will balance his account on any kind of grain, he can take the total number of bushels handled and the amount of this loss, and tell from it, just what the percentage of shrinkage is. Frequently he will find it is a good deal higher than he had supposed, and find a way to remedy it.—Yours truly, K. B. Seeds, Jamestown, N. Y.

MINIMUM CAR LOAD WEIGHT TOO HIGH.

Grain Dealers Journal: I wish to protest in behalf of the small country grain dealer against the great injustice in the minimum weight necessary to load into a car, in order to obtain car load rate on contents. The railroads are willing to accept 30,000 pounds and less as minimum on other classes of freight as a car load, but when it comes to grain, they insist upon charging for 60,000 pounds of wheat, 56,000 pounds shelled corn and 56,000 pounds of ear corn, if you are to obtain the car load rate of freight.

At stations where large quantities of grain are daily marketed, this works no hardship on the shipper, but at interior points where receipts are light, shippers must often load out 700 or 800 bus. of wheat in order to avoid further loss through a decline in the market price. The railroad company, with its usual greed, objects to granting car load rate on this quantity. This, of course, forces

a loss upon the shipper and at one station the agent is actually insisting that the full minimum weight of ear corn be loaded into the car, altho it is a physical impossibility.

The weakness some station agents have for following fool rules regardless of results or consequences is really ludicrous. I find the rule oppressive and feel certain that it must interfere with the business of shippers operating small stations and Eastern interior buyers who have not storage room to accommodate such large quantities.—L. R. Reubel.

CONDITION OF NEW CORN.

Grain Dealers Journal: Many of our friends have written and telephoned us the past few days with reference to our experience in shipping corn to New Orleans on this new crop and for the benefit of those who may be concerned, we desire to state thru the columns of the Journal that our experience to date, Dec. 9, has been decidedly very satisfactory in shipping to that market. Sixteen out of 17 cars shipped there to date have graded No. 3, which is the best per cent of No. 3 grading we have had in any market, excepting Buffalo, where we have had nothing but No. 3 grading so far, but our shipments to Buffalo have only been about one-half those to New Orleans. Chicago and Decatur come next with about 90 per cent grading No. 3. Louisville, we regret to state, has been decidedly unsatisfactory, every car we have shipped to that market having graded No. 4 and has been discounted 2c per bu. and this in spite of the fact that we have made it a point to select, if anything, the best corn we had to put into the Louisville market, knowing it was not possible to reforward the corn to any other market to advantage, in fact it can only be done with heavy expense. Furthermore, we are having a sample taken from each and every car of corn loaded and submitted to the Government Laboratory at Decatur for analysis and corn containing from 17.6 per cent to 19 per cent moisture has been shipped to Louisville with results as stated.—W. L. Shellabarger, sec'y Shellabarger Elevator Co., Decatur, Ill.

COMMISSION RULES SHIPPER MUST BEAR COST OF CARRIER'S ERROR.

Editor Grain Dealers Journal: I notice an item in your Grain Dealers Journal of Nov. 25th, regarding misrouted shipments, and you state that you would like to hear from others that have been refused payments on similar claims.

We have just received papers on a similar claim from the Interstate Commerce Commission, which is noted under their special docket No. 12047. Our claim is as follows: On Feb. 9th, we shipped a car of Bran C. J. No. 37501 from Clay Center, Nebr., to Wellsville, Mo. We sold this car to a party located on the Wabash tracks, and as the Burlington has no track connections at Wellsville we instructed the car to be routed "Care of the Wabash at Omaha." The Agent at Clay Center routed the car "Care of the Wabash at Omaha," as per our instructions.

When the car reached Omaha the Bill Clerk of the Burlington at that place made an error and forwarded the car over the Burlington instead of the Wabash. When the car reached Wellsville, the firm to whom we had the car sold immediately wired us that they would refuse the shipment unless we would pay for the

extra drayage on account of the car arriving over the Burlington.

The writer immediately took the telegram to the Assistant General Freight Agent of the Burlington. He referred to the Interstate Commerce Rulings in effect at that time, which is contained in Ruling No. 25 in Conference Ruling Bulletin No. 4, which provides the carrier may in particular circumstances of the case be authorized by the Commission to refund to the shipper reasonable actual cost of the drayage.

This was the only legal ruling in effect at that time. The Assistant General Freight Agent authorized us to dray the Feed. In accordance with his instructions we employed a Transfer Company to dray this Feed, which amounted to \$5.00 and the cost of two telegrams amounting to 95c, making our claim \$5.95.

On May 10th, 1910, which was three months after this transaction, the Interstate Commerce Commission made a ruling entirely different from that in effect at the time the shipment in question was handled and they advise us that their ruling of May 10th must decide and apply on all unadjusted drayage claims.

I must admit that I cannot see how the Commission can enforce a ruling which was made three months after a transaction occurred when the transaction was handled in accordance with a previous ruling which was in effect at that time.—Yours truly, St. Joseph Hay & Feed Co., By E. F. Schreiber, St. Joseph, Mo.

REINSPECTION IF MADE AT OMAHA MUST BE WITHIN 192 HOURS.

Grain Dealers Journal: As a subscriber to your Journal, and also a member and officer of the Omaha Grain Exchange, I beg to take exception to an article appearing in your issue of Nov. 10th, page 634 bottom third column pertaining to an alleged irregular transaction in the matter of inspection and re-inspection on a car of corn shipped from some point in Iowa to Omaha, said to have been inspected Apr. 27th, and your article making it appear (altho possibly unintentional) re-inspection apparently not made until Sept. 12th, because shipper did not receive account sales until that date.

I understand you have been furnished by the Secretary of this Exchange with a copy of the rules on this subject, and that same was published by you under "Nebraska Notes," making no reference to the article; but we think it due this Exchange that absolute denial of the possibility of such a transaction should be given similar publicity in the next issue of your valuable Journal. As the matter stands, your readers are left with the impression that a shipment could be re-inspected in Omaha after a period of five months, whereas the rule on this subject is very plain, that re-inspection shall be called for and obtained within 192 hours from twelve o'clock noon of the date of sale including Sundays and Holidays.

Your publication of this communication may be the means of "smoking out" the particular alleged irregular transaction mentioned, and thus give us an opportunity to run it down, while at present we are simply working in the dark.—Yours truly, W. J. Hynes, Omaha, Neb.

Evansville, Indiana, with a daily capacity of 5,000 bbls., is now said to be the largest exclusively soft winter wheat milling town in the United States.

Learn to Meet your friends with a smile. A good humored man is always welcome but the dyspeptic or hypochondriac is not wanted anywhere and is a nuisance as well.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

SHIPPER'S RIGHT TO LOAD UNDER MINIMUM?

Grain Dealers Journal: May a shipper load 60,000 lbs. of corn in a car of 80,000 lbs. marked capacity without being liable for freight charges on more than 60,000 lbs.?

Has a carrier a right to withhold an empty 80,000 capacity car from being loaded with 58,000 or 60,000 lbs. of corn, while a shipper waits 2 or 3 days or longer for the carrier to furnish a car of 60,000 lbs. capacity? Or may a shipper proceed to load an 80,000-lb. capacity car with 58,000 lbs. of corn without first asking for a smaller car, in case the larger one stands near his elevator unused, and there is no smaller car in the yards?—L. W.

WHAT IS THE MINIMUM WEIGHT
OF EAR CORN?

Grain Dealers Journal: We would like very much to know what is the minimum weight of a carload of ear corn. The rules given in the official classification No. 36, provide that "Unless otherwise provided in the classification, the minimum weight upon all property in car loads will be 30,000 pounds."

I have searched the official classification rules for something bearing on the minimum weight of car load of ear corn, but have been unable to find any reference to ear corn, other than green corn, hence presume that carriers have no right to penalize shippers of ear corn when 30,000 pounds is loaded into a car, although the car trucks may have capacity to carry 80,000 pounds. Anyone who has had experience in this matter or a correct view of shippers' right, I would like very much to hear from.—F. R. Ogden.

DISCOUNT COMMITTEE WANTED.

Grain Dealers Journal: I think the Council of North American Grain Exchanges should establish a standing committee of five reputable merchants in each terminal market to establish discounts for off-grade grain daily. When I ship a car of corn to Cincinnati and it is graded No. 4, the wide range of prices for No. 4 corn makes it next to impossible for me to know what was fair discount on my car. Some days No. 3 is reported there at 46c, while No. 4 ranges from 43c to 45½c. If my grain was line grade grain, it might be worth 45½ cts, but few buyers would feel disposed to discount me but a half cent per bus. altho they do occasionally. I have no cause to kick, however.

If a committee representing seller and buyer were to pass on these cars which fail to grade, I firmly believe that shippers would oftener obtain full value for their grain. If either receivers or shippers have any convictions on this point, I would be glad to see them in print.—
M. W. George.

IS BUYER SOLE DICTATOR OF
DISCOUNTS?

Grain Dealers Journal: I would like to know if a track buyer has the right to discount off-grade grain more than he is discounted on the same grain at destination. I sold an Indianapolis firm several cars of wheat. Being somewhat put out by the amount of the discount, I investigated and found that on three cars their discounts at destination were not as large as the discounts I was required to stand for. I wrote them about these three cars and they corrected the discount, claiming it was an error.

Encouraged by the results of my work I made further investigations and found that seven other cars upon which I had been discounted were actually discounted at destination $\frac{1}{2}$ to 5c less than was reported to me. I then asked the buyers to correct the discount on these cars, but from their letter they seemed to think they had the right to discount grain as suits their personal pleasure, regardless of its quality. They write that their methods of doing business suits 99 out of every 100 customers and that they can afford to lose the hundredth one. I would like to know if they have a right to hold up a shipper in this manner?—J. R. Stafford, Connorsville, Ind.

WHO MUST STAND LOSS DUE TO AGENT'S ERROR IN BILLING?

Grain Dealers Journal: Will you, through your columns give us some information on the following?

On Sept. 9th we billed a car of wheat to Coldwater, Mich., having previously sold it to Wm. A. Coombs Milling Co. at 95c f. o. b. our track.

The Agent at this station made mistake in making out his way-bill, and billed it on Toledo, but showing Coldwater as destination. After some time the Milling Co. notified us that the car had not arrive at Coldwater, and asked us to hunt it up, which we immediately did and found the car in Toledo. We at once ordered the car forwarded to Coldwater, Mich., and in a few days the car was set in at Coldwater, to the Milling Co. above named.

On Oct. 10th the Milling Co. made full settlement to us for the car in its regular way, saying nothing about any excess freight, and we of course not knowing there was any excess freight.

On Nov. 23rd the Milling Co. sent us a copy of the freight bill, and notified us that there was excess freight on the car to the amount of \$52.16 and made draft against us for the amount. We returned the draft unpaid and are asking for advice on the matter.

By the Agent here making a mistake in his way-bill, the car was hauled about one hundred miles out of the way and had to be hauled back, but bear in mind our billing was correct, and the Milling Co. had the B/L which showed that the billing was correct. Now after they have made settlement in full for the car of wheat, and saying nothing about any freight, as the wheat was not our track, the Milling Co. paid the excess freight without our knowledge or consent, and ask us to reimburse it, and take our chance against the Railroad Co. for our pay.

We claim that the Railroad Co. here made the first mistake in its way-bill. The Agent at Coldwater made another mistake by collecting excess freight, as he should have gone short the excess freight until he could have the correction made, and the Milling Co. made another mistake by paying any excess freight

when it had the B/L which showed that the billing was correct. Who must stand for this excess freight?—Yours very truly, Finch Bros.

Ans.—Inasmuch as you sold your wheat, your track you are in no wise responsible for error of routing clerk. The Coombs Milling Co. can recover the excess freight, because the Commission has decided upon several occasions that if a carrier receives a shipment and routes it by the most expensive route, then it shall be liable for all freight in excess of the rate by the cheapest route.

This applies even in cases where no routing instructions were given, so the carrier will surely have to make good the excess in your case unless your order to forward car from Toledo to Coldwater is shown to be new shipping instructions.

PLAN OF COB FURNACE WANTED.

Grain Dealers Journal: We handle 1,500 to 2,000 bus. of ear corn per day and must make some arrangement for disposing of our cobs. I would like to have dimensions of a furnace, its cost and plan of construction. I would like suggestions from readers of the *Journal* in "Asked and Answered" column.—J. W. McMillen.

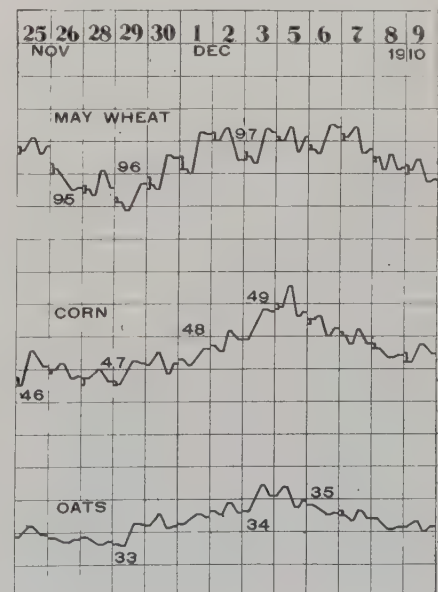
Reparation Allowed.

The following refund have been authorized by the Interstate Commerce Commission: Pendleton Grain Co., of St. Louis, Mo., awarded \$83.77 from Ill. Cent. R. R. Co. on account of overcharge on 16 carloads of corn and wheat from East St. Louis, Ill., to Nashville, Tenn., Atlanta, Ga., and Birmingham, Ala.

Dry weather in the western states this fall has infused the element of uncertainty needed to make the bearish wheat market actively two-sided. In the opinion of the best experts heavy snows may yet produce a big crop and a scare now is premature.

Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the May delivery at Chicago for 2 weeks prior to Dec. 10 are given on the chart herewith.



Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

CANADA.

Winnipeg, Man.—The crop bulletin issued Dec. 8 by the Manitoba Dept. of Agri. for the year 1910 shows the total acreage in grain was 5,397,384 acres; total grain yield, 94,089,517 bus. An increase is noted in every line of farm products; flaxseed and rye show large increases; cultivated grasses, an increase of 20,000 tons. Estimated yield of wheat, 39,916,391 bus. on 2,962,187 acres, an average of 13.47 bus. per a.; oats, 42,647,766 bus. on 1,486,436 acres, or 28.7 bus. per a.; barley, 12,960,038 bus. on 624,644 acres, 20.75 bus. per a.; rye, 100,388 bus. on 6,361 acres, 15.8 bus. per a.

ILLINOIS.

Bloomington, Ill., Nov. 26.—We have an enormous corn crop; quality good.—L. E. Slick.

Bloomington, Ill., Nov. 26.—Corn is more mature than I ever saw it at this time of the year.—R. C. Baldwin.

Dwight, Ill., Nov. 30.—Very little corn is moving out of this section. Farmers are waiting for better prices.—Frank Gibbons.

Peoria, Ill., Nov. 25.—We are getting lots of corn but there is more moisture than we anticipated; we can't account for it. Condition is good.—A. G. Tyng.

Grand Ridge, Ill., Nov. 26.—Our corn crop is not as large as last year. Corn contains much moisture and farmers are not hauling it in.—C. W. Peterson.

Fairfield, Ill., Nov. 24.—Corn is turning out more than expected, will average 45 to 50 bus. per acre, which is from 15 to 20 bus. more than we usually have.—L. J. Keith & Son.

Humrick, Ill., Nov. 26.—Corn is making from 50 to 90 bus. per acre, the best crop in 20 years, quality fine; it is coming in fast and is in good condition.—J. A. Kendall, agt. National Eltr. Co.

Muncie, Ill., Nov. 29.—Farmers in the vicinity of Muncie and Oakwood, Ill., are not disposed to sell corn at prevailing prices; the bulk of the crop is now in cribs while I have not taken in 3,000 bus. to date; last year at this time my receipts had been over 30,000 bus.—B. B. Minor, Indianapolis, Ind.

INDIANA.

Kirkpatrick, Ind., Dec. 9.—Large crop of corn in this locality, making from 40 to 60 bus. per acre; but none is moving, as it is wet.—Malsbary & Co.

New Albany, Ind., Dec. 9.—About 5% more wheat sown than last year, considerable wheat in elevators.—H. A. Hartman, Louis Hartman & Sons.

New Albany, Ind., Dec. 9.—Corn crop is not up to expectations, but will have considerable more corn than last year, condition is very good.—John H. Shine & Co.

New Albany, Ind., Dec. 9.—Growing wheat did not get a very good start, in fair condition. Most farmers have sold their wheat, about 20% still back.—H. Borgerding.

Milan, Ind., Dec. 8.—Early sown wheat is affected with the fly, late sown wheat is feeble on account of unfavorable weather, 20% of the wheat in farmers' hands.—C. M. Bowers, prop. Milan Mill & Elev. Co.

Milan, Ind., Dec. 8.—Corn is in good condition, fair quality; 10% more here than last year; not very much corn coming to market, farmers holding for higher prices. We are paying 45c a bu.—Thos. Woodson, agt. John Crum.

IOWA.

Hancock, Ia., Nov. 25.—Corn gathering almost done, will average 40 bus. per acre of excellent quality.—Des Moines Eltr. Co.

Pierson, Ia., Dec. 7.—Corn picking is finished and crop was certainly good. New corn is now coming in rapidly and is of good quality. Farmers are disposed to sell at present prices, 34c and 35c.—S. O. Jackson, formerly mgr. Farmers Eltr. Co.

KANSAS.

Darlow, Kan., Nov. 25.—Growing wheat needs rain badly; acreage is large and stand good; not over 25% now in farmers' hands. Corn is not over 30% of a crop in this locality.—Wm. Kelly Mlg. Co.

Plainville, Kan., Dec. 5.—A light snow; ground dry; 25% of wheat back in farmers' hands.—B. F. Henrie.

Brookville, Kan., Nov. 24.—Our wheat was almost a failure, corn good, oats best ever.—W. F. Hinerman.

Louisburg, Kan., Dec. 7.—Wheat is looking good now. We had a nice snow that will help it much.—M. Reed.

Idana, Kan., Dec. 7.—Corn is about all husked and is of good quality, but yield is far short of early expectations.—R. B. Trechsel.

Belle Plaine, Kan., Nov. 29.—But little wheat is up yet. No rain since last June. Little wheat in farmers' hands. Corn is selling at 45c to 50c and we will have to ship in here. Oats were good, best I ever saw in this country.—Alex Knott.

Burton, Kan., Dec. 2.—About an average acreage of wheat; condition good but rain is badly needed. I was in Ellinwood, Nov. 26, and found the farther west I went the poorer the wheat looked; was told that still farther west the wheat had not come up yet.—M. G. Heald.

KENTUCKY.

The Kentucky state report rates the condition of wheat at 90% compared with 97% a year ago; acreage 97% of last year; corn yield, 27 bus. per acre.

LOUISIANA.

Rayne, La., Dec. 9.—Corn crop in this immediate section very poor, no overproduction. Farmers do not want to sell on the market prices, asking \$1 per bbl. in shucks and some are keeping their corn against general advice in the hope to sell at \$1.25. Quality of the corn is not so good as last year.—The Rayne Corn Eltr. Co.

MICHIGAN.

Lansing, Mich., Dec. 7.—The condition of wheat compared with an average is 96% in the state, 95% in the southern counties, 98% in central, 99% in northern counties and 92% in the Upper Peninsula; compared with 92% in the state and central counties, 95% in the northern and 90% in the southern counties and Upper Peninsula last year. During November farmers marketed 38,395 bus.; during the four months of August-November, 4,500,000 bus.; estimated quantity of wheat in growers' hands, 10,700,000 bus. Condition of rye compared with average is 96% in the state, 95% in southern counties, 98% in central and 94% in the northern counties and Upper Peninsula; against 91% in the state and central counties, 90% in the southern, 94% in the northern counties and 92% in the Upper Peninsula at this time last year.—Frederick C. Martindale, sec'y of state.

MINNESOTA.

Minneapolis, Minn., Dec. 3.—Interests representing about 1,000 country eltrs. covering the three states of Minnesota, North and South Dakota, report the following percentages of the 1910 crops still on the farms: 36% of wheat, 9% of flax, 9% of barley and 12% of oats. Holdings of grain in country eltrs. are unquestionably larger than at this time last year. Never was so much fall plowing done in these states by Dec. 1 as this year; we estimate 10% more.—The Van Dusen-Harrington Co.

MISSOURI.

St. Louis, Mo., Nov. 23.—The corn coming in is good, considering the season.—Jno. V. Botto.

Hughesville, Mo., Dec. 3.—Corn crop here of very inferior quality. Considerable frosted corn as heavy rains last spring caused late planting. Very dry here at present. No wheat left in farmers' hands. Some oats back in the country yet but will be mostly fed on account of corn being so scarce.—Jno. N. McNeas.

NEBRASKA.

Lebanon, Neb., Nov. 30.—Fall wheat in fair shape altho badly in need of moisture.—Henry F. Austin.

Agnew, Neb., Dec. 1.—New corn has started to come in and so far is good and dry.—D. A. Hagelin, agt. Nebraska Eltr. Co.

Enola, Neb., Dec. 3.—Corn is of good quality, yielding from 20 to 30 bus. per acre. Not many oats are being marketed.—Renner & Stork.

Wilcox, Neb., Nov. 29.—The farmers here are going to get thru husking corn this week. Wheat is looking good but needs rain badly.—H. G. Otto, mgr. Farmers Grain & Shipping Ass'n.

Danbury, Neb., Dec. 5.—Growing wheat in this vicinity is in very poor condition owing to continued dry weather. A light snow fell last night however and the weather looks favorable for more.—O. C. Thomas, mgr. Beaver Valley Grain Co.

Hadar, Neb., Dec. 8.—No grain moving around here. The farmers are not inclined to sell on this low market.—Thos. Harrison, mgr. Farmers Grain & L. S. Co.

OHIO.

Newark, O.—We have about 60% of an average crop of corn.—L. F. Tenny, of Tenny & Morgan.

Mantua, O., Nov. 25.—Oats were a good crop here but not quite an average crop of corn.—The Mantua Grain & Supply Co.

Gilboa, O., Dec. 8.—Corn in fair condition; farmers disposed to sell at the price. Wheat looking good.—Gilboa Grain Co.

Lancaster, O., Nov. 26.—Corn is in fair condition, farmers holding for higher prices, yielding 45 to 50 bus. per acre.—A. Deeds & Son.

Hebron, O.—Corn in fair condition, acreage is 10% larger than last year. Growing wheat looking fine, 5% more wheat sown than last year.—Kirk & Co.

Newark, O.—Average yield of corn 50 bus. per acre. Not very much grain moving, farmers holding for higher prices.—H. D. Jones, Evan Jones & Son.

Middletown, O., Dec. 2.—Quality of corn is not so good as last year, average yield is 40 bus. per acre, 5% of the old corn still back.—F. O. Diver Grain Co.

Washington C. H., O., Nov. 29.—Growing wheat is well rooted and looking fine, 25% of the wheat in farmers' hands.—J. W. Graham, mgr. J. W. Cissna & Son.

Circleville, O., Nov. 28.—Early sown wheat is full of fly, and late sown wheat is small on account of dry weather, 45% of the wheat still in farmers' hands.—C. M. Rife.

Xenia, O., Nov. 30.—Growing wheat in good condition, acreage same as last year; 50% of the wheat back, farmers holding for \$1.90 a bu.—B. McFadden of McFadden Bros.

New Madison, O., Nov. 25.—Corn here is not as good as last year and contains lots of moisture. Will not shell much for a month yet. Wheat is looking fine.—D. L. Mote.

Thornville, O., Nov. 23.—Growing wheat is looking fine, acreage is 5% less than last year, 25% of the wheat back in farmers' hands.—H. G. Roberts, mgr. Tenney & Roberts.

Middletown, O., Dec. 2.—Considerable fly in the growing wheat, lots of it looks dead, late sown wheat in fine condition, 25% of the wheat still in farmers' hands.—Sebald Grain Co.

Cedarville, O., Nov. 25.—Corn is slow in moving on account of condition. Crop $\frac{3}{4}$ less than last year. Farmers are not disposed to sell at prevailing prices.—Kerr & Hastings Bros.

Lancaster, O., Nov. 26.—Growing wheat looking good, about 10% more wheat than last year, one-third of the wheat still in farmers' hands.—T. A. Graham, The Graham & Black Co.

Washington C. H., O., Nov. 29.—Acreage of corn is very large but quality is not as good as last year. Farmers holding corn for higher prices.—J. E. McLean, pres. Washington Mlg. Co.

Newark, O.—Condition of growing wheat 85%, late sown wheat is short, a few farmers report fly in early sown wheat, 40% of wheat back in farmers' hands.—E. S. Hulshizer, mgr. Hulshizer Mlg. Co.

Thornville, O., Nov. 23.—Farmers holding corn for 50c a bu., will have more than an average crop, yielding 45 to 50 bus. per acre, condition is good. Practically all the old corn is in.—N. F. Kochensperger.

Zanesville, O., Nov. 25.—Corn is of good quality, average yield, 40 bus. per acre. Growing wheat looking fine, about 15% more wheat sown than last year, 50% of the wheat still in farmers' hands.—H. A. Lowe.

Hamilton, O., Dec. 2.—Acreage of corn is larger than last year. We are paying 35c a bu., farmers holding for 40c a bu. Corn will not be due to ship before Dec. 15.—G. K. Shaffer, mgr. The Anderson & Shaffer Co.

Xenia, O., Nov. 30.—Quality of corn is not so good as last year, yield is short; corn is damp and not fit to shell; 5% of the old corn is back. Farmers are cribbing and will hold for higher prices.—A. W. Tullis, mgr. The Dewey Bros. Co.

Miamisburg, O., Dec. 1.—Quite a lot of chaffy corn, husking returns are not as large as expected. Growing wheat in fine condition. Numerous reports of fly in early sown wheat, 30% of the wheat still in farmers' hands.—S. E. Waters, mgr. Engleman & Waters.

Circleville, O., Nov. 28.—Corn has improved within the last 10 days, acreage about the same as last year. Farmers are free sellers, we are paying 40c a bu. for new corn, 10% of the old corn is back.—J. F. Bales, of J. F. Bales & Son.

Chillicothe, O.—Corn in fair condition, 20% moisture, large acreage. Growing wheat in good condition, same acreage as last year; 50% of the wheat back, farmers holding for higher prices.—Henry Herrstein, mgr. Standard Cereal Co.

Bremen, O., Nov. 25.—Corn in fair condition, some corn moldy. Not very much new corn or wheat moving, farmers holding for higher prices. Growing wheat is looking fine, 10% more sown than last year, 40% of the wheat back.—Paul Turner, Turner Bros. & Co.

Hamilton, O., Dec. 2.—Growing wheat looks very good, with the exception of few reports of fly; 20 to 25% more wheat sown than last year. Within the past few days farmers have begun to sell wheat quite freely; 65% of the wheat still in farmers' hands.—F. E. Barker, mgr. Carr Mfg. Co.

Dresden, O.—Corn is not husking as much as expected, 20% less than last year. Farmers will not be free sellers of new corn at present prices. We are paying 45c a bu. Growing wheat is looking fine, 5 or 10% more wheat sown than last year.—C. S. Littick, mgr. Dresden Grain & Supply Co.

Amanda, O., Nov. 26.—Average crop of corn, considerable rotten and green corn, moisture about 22%. Farmers are not selling freely. Growing wheat never looked better, 10% more wheat sown than last year, 20% of the wheat in farmers' hands, holding for \$1.—A. E. Huston, The Huston & Swope Co.

Trinway, O.—Corn in good condition, average is 10% larger than last year. Farmers holding new corn for higher prices. Early sown wheat not looking very good on account of the fly, some fields are turning yellow, but late sown wheat is in fine condition, 10% more wheat sown than last year, 40% of the wheat back.—F. C. Somerville & Co.

Kingston, O., Nov. 28.—Quality of corn not quite so good as last year but yield is better. We have just commenced shipping new corn. We are paying 40c a bu. Farmers are cribbing almost all their corn and will hold for higher prices. Growing wheat looking fair, late sown wheat is short and some of it not out of the ground.—C. Margraff, mgr. Jones & Margraff.

Columbus, O., Dec. 1.—Condition of growing wheat shows a decline of 8%. This is because of dry cold weather in the southern part of the state. The plant shows damage by Hessian fly but for the state as a whole the condition is satisfactory and will go into winter in fine condition. Of the wheat crop of 1910 about 44% was sold as soon as threshed. The corn harvest shows a material increase over one month ago with an average production of 34 bus. The estimated total of corn for 1910 is 105,512,245 bus. The quality of corn is variable over the state. Warm wet weather caused mould in early cut corn. It is estimated that 7% of the present crop was put into silo.—Ohio State Dept. of Agri.

OKLAHOMA.

Amorita, Okla., Dec. 3.—Wheat looks bad for want of rain. Half is not up yet.—Wirt & Lyons Grain Co.

Oklahoma City, Okla., Dec. 8.—The continued drouth is playing havoc with our growing wheat and the damage is estimated already at fully 25% and possibly more.—C. F. Prouty, sec'y Oklahoma Grain Dealers' Ass'n.

SOUTH DAKOTA.

Freeman, S. D., Dec. 3.—Wheat around here is pretty near all marketed. Corn just about started to move.—F.

Monroe, S. D., Dec. 8.—Late corn is very wet and not fit to handle at all. Has just started to move. About 40% less to handle this year.—C. P. Van DeWater.

Crandon, S. D., Nov. 26.—Average crop of wheat of excellent quality. Yield of coarse grains below the average. Fine weather accounts for liberal marketings.—H. H. Fink.

TENNESSEE.

Nashville, Tenn.—The State Agricultural Dept. in its November crop bulletin has placed the acreage of wheat at 91, compared with 94 last year. Rye is placed at 77, compared with 74 and oats is placed at 77, compared with 81 in November of last year. The yield of corn is placed at 25 bus. per acre; against 23 at the same time last year. Only a small part of the wheat sown has sprouted and it is predicted that should the winter prove severe the crop will be greatly damaged.

TEXAS.

Van Alstyne, Tex.—Wheat in this section needs rain. Many fields have not had enough moisture.—Grayson Mill & Grain Co.

Garland, Tex., Nov. 25.—Corn gleaning will now begin, crop of which was good. Cotton selling at about 14c and cotton seed at \$26.50 per ton which makes wheat and corn returns look small. Some wheat and oats sown.—G. W. Crossman.

Ft. Worth, Tex., Dec. 1.—A good part of the wheat planted in Texas is up to a fair stand but the plant is very small and there is practically no pasturage. I believe that the state has planted as much, if not more, wheat than was sown last year. The government credits Texas with a production of 181,000,000 bus. of corn for 1910 but I consider this estimate too large. I have figured that the state will have about 125,000,000 bus. but a good part of it is very light, so that probably the crop, commercially considered, will equal 100,000,000 bus.—G. J. Gibbs, sec'y Texas Grain Dealers Ass'n.

VIRGINIA.

Amelia C. H., Va., Nov. 28.—The dry fall has prevented any fallowing and the crop seeded is small, late and not coming up. I have not seen in 30 years so little wheat as at this time.—C. N. Stacy.

GOVERNMENT CROP REPORT.

Washington, D. C., Dec. 7.—The Bureau of Statistics of the U. S. Department of Agriculture estimates the winter wheat area sown this fall to be 2.5 per cent more than the revised estimated area sown in fall of 1909, equivalent to an increase of 828,000 acres, the indicated total area being 34,485,000 acres. Condition on Dec. 1 was 82.5; against 95.8 and 85.3 on Dec. 1, 1909 and 1908, respectively, and a ten-year average of 91.3.

The rye area sown this fall is 1.2 per cent less than the revised estimated area sown in fall of 1909, equivalent to a decrease of 25,000 acres, the indicated total area being 2,138,000 acres. Condition on Dec. 1 was 92.6 against 94.1 and 87.6 on Dec. 1, 1909 and 1908, respectively, and a ten-year average of 93.5. Details by States follow:

WINTER WHEAT.

—Area sown—

States.	Acres.	1910.		Condition	Dec. 1.
		1909, revised.	1910, preliminary.		
	(000)	(000)	(000)		10-year average.
	omt'd)	omt'd)	1910.	1909.	age.
	Acres.	Acres.	Pc.	Pc.	Pc.
N. Y.	451	460	96	96	94
N. J.	114	114	91	92	93
Penn.	1,593	1,593	90	86	91
Del.	125	124	75	88	91
Md.	803	819	80	85	90
Va.	820	820	81	85	93
W. Va.	425	421	83	91	87
N. C.	672	706	83	89	90
S. C.	473	511	87	92	93
Ga.	275	267	88	90	94
Ohio	2,036	2,117	91	95	85
Ind.	2,763	2,793	84	98	89
Ill.	2,250	2,318	82	100	90
Mich.	920	966	94	94	87
Wis.	70	76	96	97	94
Iowa	239	270	92	98	95
Mo.	2,207	2,251	83	98	92
Neb.	2,767	2,850	90	98	96
Kan.	6,300	6,426	73	98	93
Ky.	800	792	83	97	89
Tenn.	975	965	80	95	90
Ala.	140	151	89	95	94
Miss.	5	10	92	94	92
Tex.	1,295	1,334	71	95	93
Okla.	1,604	1,652	58	98	92
Ark.	200	224	82	93	89
Mont.	320	387	97	99	..
Wyo.	45	54	100	95	..
Colo.	116	137	90	93	..
Utah	160	174	87	97	..
Nev.	15	17	100
Ida.	350	392	95	100	97
Wash.	730	752	96	93	91
Ore.	497	552	98	94	95
Cal.	1,100	990	90	100	95

U. S. 33,657 34,485 82.5 95.8 91.3

RYE.

	1909, revised.	1910, preliminary.	1910.	1909.	age.
	(000)	(000)	(000)	(000)	(000)
Mich.	367	349	95	95	92
Penn.	385	385	91	87	92
Wis.	325	348	98	97	96
N. Y.	178	169	96	96	95
Minn.	125	125	88	93	94
Neb.	84	84	88	97	95
N. J.	87	89	93	94	95
Ill.	76	73	91	98	95
Others	536	516	90	96	93

U. S. 2,163 2,138 92.6 94.1 93.5

The National Board of Trade will hold its annual meeting Jan. 17, at Washington.

Feedstuffs

Herman G. Cherry of Kansas City, Mo., has been granted registration of the word "Cherry" as a trade-mark for stock food.

Digestion experiments with range forage crops are described in Bulletin 71 of the Nevada Exp. Sta., from which extracts are published in Farmers Bulletin 425 of the U. S. Dept. of Agri.

The Blish Milling Co., of Seymour, Ind., has applied for trade mark No. 51,027, for a stock food. The Atlantic Export Co., New York, N. Y., has registered trade mark No. 80,166, for dried brewers' grain.

The secretary of the U. S. Department of Agriculture has no authority to promulgate regulations for the labeling of feeds which are not provided for in the pure food and drugs act, is the recent decision by Justice Clabaugh in a libel by the government against the Anti-Kamnia Chemical Co.

Substitutes for oats in rations for horses have been tried by the Iowa Exp. Sta., the results of the tests being noted in Bulletin 109 of that station. The feeds used were corn, oil meal, cotton seed meal and gluten feed. It was found that the health, spirit and endurance of work horses were the same when fed corn with a moderate amount of oil meal, or gluten feed or cotton seed meal, as when fed a corn and oats ration supplying a similar nutritive ratio. The ration of corn and oil meal maintained the weight, flesh and appearance of the horses fully as well, and with less expense than the one of similar nutritive value composed of corn and oats.

Movement of Mill Feed in November.

During November Baltimore received 60 tons of mill feed, but shipped none, compared with 833 tons received and 222 shipped in November last year.—James B. Hessong, sec'y Chamber of Commerce.

Kansas City receipts of bran during November totaled 700 tons as against 1,760 tons in November, 1909. Shipments of bran during the month amounted to 7,520 tons as against 7,800 tons in November of last year.—E. D. Bigelow, sec'y Board of Trade.

During November, according to C. B. Murray, sup't of the Chamber of Commerce, Cincinnati received 6,408 tons of millfeed, compared with 4,347 tons in the same month of 1909. Shipments amounted to 4,576 tons, compared with 4,156 tons in November, 1909.

Milwaukee received during November, 4,255 tons of millfeed; compared with 3,960 tons in November, 1909. Shipments amounted to 17,313 tons, compared with 33,706 tons in November, 1909.—H. A. Plumb, sec'y Chamber of Commerce.

During November St. Louis received 84 cars and 166,550 sacks of bran as against 62 cars and 90,190 sacks received in November, 1909. Shipments of bran during the month amounted to 206 cars and 317,200 sacks as against 166 cars and 194,660 sacks shipped in November, 1909.—Geo. H. Morgan, sec'y Merchants Exchange.

Grain Improvement Day at Iowa's Corn Show.

The Iowa Corn Growers' Exhibition at Des Moines attracted many central market receivers and some shippers to the Hawkeye capital today, not because they intend to engage in the growing of grain, but because they wished to lend their moral support to an excellent work.

The morning was spent in examining the many exhibits which had been attractively arranged in the Coliseum, and in visiting. About 2 p. m. all assembled in the convention hall of the Coliseum and gave close attention to interesting talks by M. L. Bowman, Secy of the Ass'n, and Prof. H. O. Benson, supt. of Wright Co. schools, who told how the rural schools of his county are instructing and interesting the children in the problems usually encountered on the farm.

J. C. F. Merrill, Vice-Pres. of the Chicago Board of Trade, read an instructive paper on the Commercial Distribution of Grain from which we take the following:

Commercial Distribution of Grain.

Grain exchanges and boards of trade came into existence, as all public service agencies have, to supply a common need. Not very long ago in the history of our country, each community produced for itself about what it needed. Presently cities and towns began to grow and the product locally was unequal to the demand, and new sources of supply had to be found. At the same time the western prairies were rapidly being turned into farms, and they produced far in excess of local requirements. The public need thus arose of means of distributing from the farms the produce required by the centers of population. The railroad was in consequence built. Those wanting to sell and those wanting to buy had need of a common meeting place, and the exchange in obedience to a common necessity was created. In a large sense they are market places, as truly so as are the public squares, or other places where farmers meet buyers in every town in the land. In the year 1848 the Chicago Board of Trade was organized. Its sagacious founders expressed in a masterly way its objects in the following language: "To maintain a commercial exchange; to promote uniformity in the customs and usages of merchants; to inculcate the principles of justice and equity in trade; to facilitate the speedy adjustment of business disputes; to acquire and disseminate valuable and economic information; and generally to secure to its members the benefits of co-operation in the furtherance of their legitimate pursuits."

The exchanges provide for the impartial enjoyment of business facilities; for the securing of all obtainable information concerning the crops of our own and all foreign competing or purchasing countries; of existing stocks at home and abroad; the world's needs and the world's possible supply from every source. The Chicago Board of Trade spends many thousands of dollars yearly in procuring every variety of information which may or is likely to affect home values, not for the benefit of the few but of the many—for the buyer and seller, the producer and consumer alike, and it is instantly furnished to the public free of cost. In the earlier history of the exchanges the members carried on a general commission business, but as the business grew and it became possible to specialize in the various departments these departments became more clearly defined, with the result that the business is now divided into four principal classes. The receiving merchants get the grain from the country and sell it; this is usually the initial appearance of the grain in any market. The elevator interest stores the grain. The shipping merchants distribute it for consumption. The speculative and future delivery merchants make hedging sales against the grain in public elevators in the terminal markets or stored in country elevators or elsewhere.

The receiving merchants are prolific of market information of all kinds forwarded to country dealers in daily letters, and to a large extent make postal card bids for car lots of grain. The country dealer being in receipt of all current information, commented upon by each writer from his particular viewpoint, and having car lot bids

from competing mktts., is in position to act intelligently as to highest prices he may pay the farmer. Knowing that his competitors will outbid him if they can, he pays the highest prices his best market will admit of and by accepting track bids he eliminates a good share of the risks of the business, if he prefers to conduct it in that way. It will be noted that the exchanges make possible this modern method, the result of which is handling the grain on a much smaller margin of profit than would be required if the risks incidental to prolonged ownership and old time methods continued. In the end the farmer gets the benefit, for any saving at any point in the handling of produce is added to the price originally paid for it.

The elevator interest performs an important service in the distribution of grain. Without adequate storage facilities the excess of receipts of over shipments would go a begging. In those countries where these facilities are not possessed, such as in the Argentine Republic and in parts of Russia, much grain has been lost thru exposure to the elements, even after it had reached market centers. Chicago possesses abundant storage, the maximum of public and private elevator capacity being approximately 100 million bushels. This storage provides for accumulation in times of surplus supplies against periods of small receipts. This business has the honor of great age, for it is related in the sacred book that Joseph stored wheat in Egypt in times of plenty against seasons of famine 4,000 years ago. I recall when Chicago sent millions of wheat, some of which then four years old, to feed the starving millions of India.

The shipping merchants are the chief distributors of products from terminal markets. Not only are round lots sold for domestic and foreign shipments, but single cars, amounting in the aggregate to an equally large volume are supplied to every buyer in the Eastern and Southern States. These smaller dealers even can, within an hour of the closing of the Chicago Board of Trade, get the cost for delivery at his station of any of the commodities dealt in on Change. Direct offers by wire, or thru local selling agents are easily and almost instantly obtainable. But for the activity of the members of the exchanges in the dissemination of market values by these trade offers, much of the buying and selling would be groping in the dark.

The exchanges are looked to almost alone, by the public, for reliable information determining grain values. They more than any other agency maintain that great incentive to commerce and trade, competition, resulting in the payment to the farmer of the highest possible price, and paradoxical as it may sound, likewise the lowest possible price to the consumer. Competition cuts and lowers the profits of middle men, as well as being the life of trade. It may be confidently asserted by Board of Trade members that this speedy transmission of trade over such a wide area, having almost an universally beneficial effect, is their own achievement and enterprise. As a prime necessity in fixing values of grain is the classification of it into grades.

Grading Grain.—In the year 1858, 52 yrs. ago, for the first time in this or in any land, the practice of grading of grain was inaugurated by the Chicago Board of Trade. For 13 yrs. it was administered by it, but in the year 1871 the present Illinois R. R. & W. H. law was enacted, since which time the state has performed the service. The Chairman of the Allied Chambers of Great Britain a few yrs. ago remarked, that of all the achievements of human ingenuity in the grain trade, this is the greatest. It facilitates business in a large degree. By grade, transactions may be quickly accomplished by telegraph and cable. The grade represents the quality, leaving only the price to be adjusted. To revert to the old time sample method would be to consume days even weeks in consummating trades.

Weighing.—Of hardly less importance is the Department of Weighing and Supervision, organized and perfected for the mutual protection of the shipper and the receiver of grain consignments. The good offices of this department extend without partiality to all having interest in the grain trade. It notes the condition of the cars, checks the accuracy of the scales, prevents waste at unloading and co-operates with all handlers of grain at elevator points in all possible ways to advantage alike of buyer and seller.

Boards of Trade do not engage in business on their own account, all transactions being by their members for their own account, their prime function being, as I have already said, to bring buyer and seller together, yet the public seems to regard them as a unit responsible for all the acts of their members, and appears also to think it has the same right to enact laws for their control, that it has for the control

of corporate agencies who actually are engaged in performing a service to the public for a compensation. I have said this to indicate the attitude of some members of the public towards Boards of Trade, because of their having become so large a factor in the distribution of farm products to consumers. Most of the criticism of the exchanges relates to the business of buying and selling for future delivery. This feature of the exchange is so vitally related to the distribution of grain and provisions, and is so impossible of elimination from it, that a brief discussion of its need and great value, as well as its abuse is essential to even a superficial understanding of all the functions of a grain exchange.

Futures.—The modern exchange in the beginning made provision only for the cash business, that is for immediate delivery for cash. For a time this method sufficed for the wants of the trade, but as the farms multiplied and the cities grew, and as the milling of wheat, the cribbing of corn, the packing of pork and other interests expanded and increased, the scope of the trade widened and the trade itself became more complex and a broader market was required. Rapidly growing business required that contracts be made for future delivery. The advantage of such forward trading to all concerned was so plain that the exchanges made the needful provisions for such transactions. These contracts made under the rules of the exchange are enforceable under these rules and in the courts of law. From its beginning there has been misapprehension about trading for future delivery. No part of the business of the exchange is so little understood as this. But the farmer does not graduate his marketings to just the needs of the consumer, indeed that would be impossible. He sells when it suits his pleasure to do so. Thus receipts at terminal markets at times are enormously in excess of all requirements. For example, during August of this year for several successive days the receipts of oats were a million bushels per day and more, being enormously in excess of daily needs. Without hedging sales for future delivery this vast quantity could not have been marketed, without great sacrifice to the country dealer. Hedging contracts are those made for purpose of eliminating risk.

Whether we like it or not, and call it by what name we choose, the element of risk is there and can not be eliminated. It follows necessarily that the buyer of every hedge becomes a speculator, therefore the need of this distinct class to assume this element of risk, which is present in varying degree in all commerce. Even the farmer, in a sense, speculates when he risks the value of the use of his land, of the cost of his seed, and the value of his labor, knowing well that the drought of Summer or the frosts of early Fall may place all at naught. To eliminate risk would be to produce stagnation, for if even the farmer declined to take the risk of planting his crop he would cease to produce the necessities of life.

The speculator is a necessity not commonly recognized. To the contrary, more generally he is held as not serving a useful purpose. The abuse of speculation by those not qualified to engage in it, has brought the exchanges into more or less disrepute. It is the perversion of a useful thing by an incompetent individual. The fault lies with the individual not with the exchange. Many engage in it who should not.

The man who carefully calculates from all known conditions the value of any farm product, considering all influences which affect its price, and then buys as he would buy land or property of any kind, is rightly called a speculator and renders a service in helping to carry surplus quantities from time of production to time of need.

To the contrary, the man who blindly takes a flyer just for luck, or invests in any commodity without a well defined conception of its value, thereby depending on blind chance, is truly a gambler. He usually suffers loss and invites criticism of the exchanges. As well blame a good implement because of an incompetent man not knowing how to use it. No one seeks to justify or defend this type of speculation.

Any attempt of speculators to manipulate prices on Change can not and does not nullify the law of supply and demand. It may suspend it locally for a temporary time, but usually with disastrous results to those who attempt it. The entire list of successful corners of the Chicago Board of Trade during its 62 yrs. of existence can be counted on the fingers of one hand.

Objectionable as corners are, they usually serve to secure temporarily higher prices for the farmer. The law of supply and demand is supreme. The speculator

who governs his action in accordance with it reaps a profit. He who ignores it suffers loss.

After a few words from Prof. P. G. Holden the audience dispersed.

THE BANQUET.

The Cereal Banquet prepared and served by the Domestic Science Dept. of the Iowa State College in the Convention Hall of the Coliseum was a great success all the way from Quaker Oats Mush to corn cob pipes.

After the cereal coffee had been sipped and the cob pipes lighted, Geo. A. Wells called the banqueters to order and introduced J. L. McCaull of Minneapolis, who delivered a forceful address in favor of intensive agriculture and praised the railroads and the grain dealers ass'n of Iowa for the splendid work done in the cause of better agriculture. Mr. McCaull as Toastmaster introduced the following speakers:

Mr. E. T. Meredith of the Des Moines Commercial Club welcomed the visitors and guests.

M. W. Cochrane, Pres. of the St. Louis Merchants Exchange, in responding praised the show and the fine corn exhibited. The price of corn depends upon the supply and demand and the grain exchanges stand between the producers and consumers. Mr. Cochrane told of the efforts of the Council of Grain Exchanges to promote the cause of good seed and expressed the hope that all could cooperate in the work.

M. McFarlin in responding for the grain dealers of Iowa praised the railroads for their generosity in granting seed corn specials in helping to promote the cause of improved agriculture. Each year the growers of wheat, corn and oats plant about 115,000,000 bus of seed, so I think we can well afford to give it our most careful attention. The railroads and the bankers profit more than the local grain dealer so will, no doubt, continue to support the work for better seed and cultivation.

The "Corn Maniac of Iowa," Prof. P. G. Holden told how the Grain Dealers

Ass'n had provided funds for him to go to Illinois and select two cars of superior seed corn which were hauled in free by the railroads, divided into 6,000 packages and sent to the farmers of Iowa. The many splendid exhibits of corn down stairs show what the farmers did with the seed. They are getting 5 to 7 bus. more per acre than before.

The next great educational move will take the gospel of improved seed and agriculture into the homes of the farmer. We need an agricultural correspondence school, so that the best can be taken to the farmer and he can continue to attend his home duties. Many cannot leave the farm even for our short course. We must take the information to them.

Prof. Edgar W. Stanton, Pres. of Ames Agricultural College, spoke of the aims and scope of the school.

Henry Wallace of Des Moines spoke of wasteful agricultural methods and said farmers are now awakening and eventually instead of less than a pound of corn to the hill, as at present they will get two and three pounds to the hill.

Prof. Chas. F. Curtis, Dean of the Agri. College spoke of Experiment Station work.

Prof. Bush of Ames read the "Corn Stalk Fiddle."

Arthur Reynolds of Des Moines Nat'l Bank spoke of the banker's interest and part in promotion of better seed selection and improved methods of agriculture.

J. F. Merry of the Illinois Central Rlrd. told of the development and prosperity of Iowa. He praised to the skies the work of Prof. Holden.

Harvey Ingham of Des Moines emphasized the need of all classes working.

Prof. W. E. Taylor, Moline, told of great increases in yield thru the selection of seed and careful tillage.

The banquet was a splendid success and reflected great credit on the small band of tireless workers in the cause of improved seed and better methods of tillage.

NOTES ON THE GATHERING.

Wm. Murphy distributed handsome watch fobs.

Minneapolis was well represented by J. L. McCaull.

Everyone had his desire set on the Quaker Oat prizes.

More Iowa shippers called at my office today than in any one day for years.—C. H. Casebeer.

The active movement of corn in some sections of the state served to keep shippers at home.

C. B. Riley, solicitor for the Grain Dealers National Ass'n, dropped in to meet the Iowa dealers.

Milwaukee sent W. M. Bell, W. P. Bishop, L. W. Gifford of Mereness & Gifford; L. J. Keefe and C. W. Schneider.

From Omaha were E. A. Cope, S. S. Carlisle of the Union Grain & Elevator Co., Geo. A. Roberts of Roberts Grain Co.

A. L. Ernst of the Ernst-Davis Grain Co. received a telegram announcing a new girl at his Kansas City home.

The corn judging contest between teams selected from Chicago and St. Louis delegations was called off because the lease of the hall had but a week more to run.

Every banqueter was so well corned before he escaped at midnight, he will have corn on the brain and stomach for several days to cum, so make allowances.

If the grain receivers continue to attend corn shows and listen to lectures on improved agriculture they, too, will soon be sowing oats and they will not be wild oats.

Kansas City was represented by A. L. Ernst of Ernst-Davis Grain Co., F. L. Ferguson reptg A. C. Davis & Co., Wm. Murphy; W. W. Simmons reptg Ernst-Davis Grain Co.; E. R. Stripp and O. A. Severance of Vanderslice-Lynds Co.

Among the Iowa shippers present were J. H. Barrett, Marshalltown; S. J. Clauson, Clear Lake; M. E. De Wolf, Spencer; A. K. Doorley, Cedar Rapids; R. A. Frazier, Nevada; S. A. McIlrath, Laurel; D. S. Patty, Redfield; I. L. Patton, Dexter; W. Radebaugh, Rippey; J. Reidy, Winthrop; S. E. Squires, Bondurant; J. A. Tiedeman, Sioux City; D. Unsicker, Wright; G. Watling, Clarks-ville, and R. S. Witter, Dawson.

The St. Louis delegation included J. O. Ballard, J. C. Burks, Bert Ball, Publicity Mgr., Merchants Exchange; M. W. Cochrane, of Cochrane Grain & Eltr Co.; E. J. Greve, H. F. Ketcham, Geo. C. Martin, Jr., of Goffe & Car-kener Co.; G. W. McReynolds, E. Picker of Picker & Beardsley Com. Co.; Geo. F. Powell of Powell & O'Rourke; Robt. Scott reptg. Picker & Beardsley Com. Co.; A. H. Stokes and C. L. Wright.

Chicago's delegation went in two Pullmans over the C. & N. W. Ry., but arrived two hours late. The Kansas City and St. Louis delegations met with even greater delay. From Chicago were W. F. Andrews; D. S. Blair, B. S. Agri. of Garton-Cooper Seed Co., F. G. Coe; E. G. Cool reptg P. H. Schifflin & Co.; W. N. Eckhardt; H. A. Foss, Weighmaster Board of Trade, Geo. Fuller, Geo. S. Green of Illinois Seed Co., L. F. Gates of Lamson Bros. & Co., G. S. Hutchison reptg Albert Dickinson & Co., A. M. Justice, Robt. Lipsey of Lipsey & Co., J. C. F. Merrill; J. C. Murray; W. H. Perrine of W. H. Perrine & Co.; E. E. Rice; H. J. Rogers reptg Lamson Bros. Co.; H. A. Rumsey of Rumsey & Co.; P. H. Schifflin of P. H. Schifflin & Co.; H. C. Shaw



Two of the Medals Offered by the Quaker Ots Co., for the Best Oats.—Designed by Hyman & Co., Chicago.

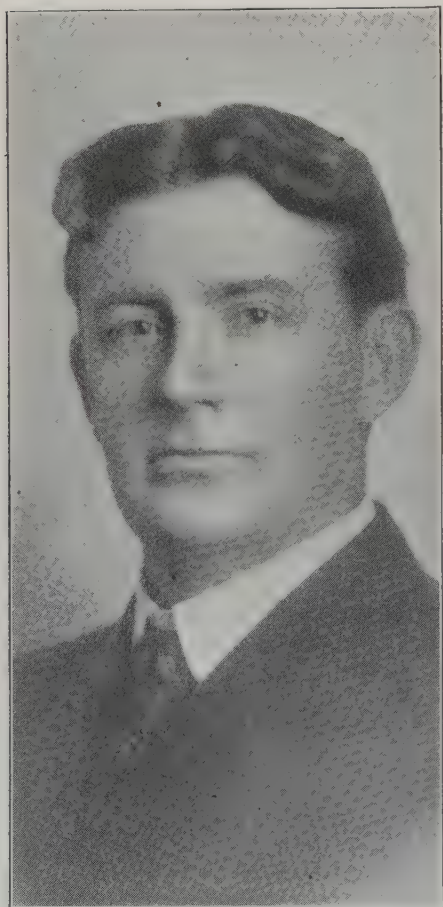
reptg Rosenbaum Bros.; Geo. A. Wegener; M. L. Vehon reptg Rosenbaum Bros., and E. H. Young of W. A. Fraser & Co.

New President Omaha Grain Exchange.

Nelson B. Updike, who was recently elected President of the Omaha Grain Exchange, has been identified with the grain business in Nebraska for about twelve years. Starting in a small way with one elevator, he rapidly extended his business until his line of country elevators numbered close to 100 and his large elevator at Missouri Valley was too small to handle his ever increasing business, so it became necessary to build another elevator of greater storage room and larger handling capacity at Omaha.

Mr. Updike has extended his grain business to include a large and growing option business and he is also the controlling factor in the Updike Commission Co. of Chicago, and the Updike Milling Co. of Omaha.

He has been closely identified with the Grain Exchange since its organization and served it as director and on many important committees, hence is thoroly familiar with the aims and needs of the market. As president of the Exchange, he will take an active part in the entertainment of the Grain Dealers Nat'l Ass'n next October and see that all arrangements are made for the care of the meeting and the pleasure of the visitors.



N. B. Updike, Omaha, Neb.,
Pres. Grain Exchange.

N.-W. Ohio Dealers Meet at Lima.

The millers and elevator operators of Northwestern Ohio enjoyed one of the most interesting and helpful conferences ever assembled in this territory in the meeting of the local association held in Lima, Friday, Dec. 9. Seventy-five representative members were in attendance.

The morning session was given over to the regular order of routine business and to a presentation and demonstration of the wheat separator manufactured by Mr. Thorbus, the inventor and owner, who made the demonstration which showed a perfect separation of wheat from oats and a sub-separation of broken and shriveled wheat from perfect wheat.

Reports from every quarter showed an unprecedented demand for ear corn, and it was the expressed consensus of opinion that if the demand for corn in the ear is not supplied by shippers, the corn belt of this section will be invaded by a record breaking crop of scoop-shovelers. Every elevator operator was urged to load corn in the ear whenever possible.

Scoop-shovelers were denounced in pointed language by W. E. Gest of Defiance. Mr. Gest brands them as pirates of the grain trade and recommends that they be handled as pirates of the sea were handled in days gone by,—extermination by concerted action upon the part of the established trade. He claimed that the grain business has certain rights. He pointed out the fact that a peddler can not invade the limits of our towns or cities to compete with established merchants without a license which in a measure makes him bear his share of the expense and responsibility. No individual is permitted to but-in on the mail carrying business. Uncle Sam is the established party and his rights are protected. It was clearly the sentiment of those present that the established trade of Northwestern Ohio has certain rights and that a determined effort should be made to protect those rights.

A number of firms, most of whom were recognized as being members of various official markets, drew attention by mention as being patrons of scoop-shovelers and other irregular trade. This precipitated a lively discussion and resulted in a motion authorizing the Secretary to publish a list of the responsible established grain shippers of Northwestern Ohio. An appeal will be made to the established consuming trade in the various markets for their co-operation in placing the grain business upon a sounder basis by doing all within their power to discourage irregular operations. Consumers and distributing receivers in the various markets are already sitting up and taking note of the fact that the two hundred established shippers of Northwestern Ohio mean business. Several of the official markets had representatives present.

Reports on the condition of the new corn indicate an average of 22 to 25% moisture test and no prospect of anything better than "cool and sweet" from Northwestern Ohio before Jan. 1. It is requiring an average of 72¾ lbs. of ear to make a bushel of 56 lbs. of shelled corn, according to tests compiled by the Secretary.

A large sugar refinery has been established in the heart of this territory and sugar-beet raising has spread to enormous proportions. One of the topics scheduled for consideration at this meeting and deferred to the next because of

exhausted time is,—“What Will the Sugar Beet Business Do to the Grain Business?”

This progressive and substantial local association reports an enrollment including all excepting four of the established shippers of Northwestern Ohio, three of whom have not been solicited under the present organization and one who has been recently dropped from membership.

The purpose of this Association may be comprehended from the following Declaration of Purpose extracted from the Preamble and By-Laws,—

“IT SHALL BE THE PURPOSE OF THIS ASSOCIATION—

To inculcate honorable and equitable practices in the trade,

To acquire and disseminate valuable business information,

To conserve the natural resources of the hay and grain business,

To provide for the adjustment of differences by arbitration,

To guard hay and grain producing and shipping interests with respect to transportation and marketing problems.

Changes in Grain Rates.

As shown by tariffs recently filed with the Interstate Commerce Commission the carriers have made the following changes in rates:

New rate of 13½c issued by the C & N W, on barley Watertown and Clyman, Wis. to Cincinnati, O., effective, Dec. 30.

The N Y C & St L, ICC 2893, has given rules governing handling grain at Buffalo, Buffalo Jctn., and East Buffalo, N. Y., Dec. 16.

Vandalia, Sup 3 to ICC 2514, rates on grain and products from Vandalia stations to C F A and western points, effective Nov. 30.

Rules governing cleaning of grain in transit at Willmar, Minn., have been published by the Gr Nor, in ICC A3326; effective Dec. 20.

Rates on wheat and articles taking same rates between Chicago and stations in Ill., have been issued by the C Gt W, Sup 3 to ICC 4794, Dec. 23.

A rate of 12½c is issued by the Miss. Cent, on corn, barley, oats and rye from Natchez, Miss., to Meridian, Miss., effective state, Dec. 10.

In Sup 4 to ICC 6549, a 15-cent rate on grain and products from East St. Louis, Ill. to Norfolk, Va., has been issued by the B & O S W, effective, Dec. 29.

Joint Track Weighing and Inspection Buro has issued rules governing joint transit privileges on transit grain at Chicago district stop-over points, in effect Nov. 21.

A rate of 5¼ cents on grain and products from landings on Ohio and Wabash Rivers to Shawneetown, Ill., (Shawnee Elvtr. Co.'s, Elvtr. delivery), is given by the B & O S W, ICC 6740.

B & O S W makes rate on grain from Vincennes, Ind., to Circleville, Dayton, 10c; Mansfield, Newark, New Lexington, Shawnee, Strongsville, Toledo, 11c; and Otway, O., 11½c; effective, Dec. 29.

Rules governing allowance for elevation of grain and seeds when shipped from C Gt W stations to St L & S F stations and connections have been made by the C Gt W, ICC 4809, in effect, Dec. 27.

Sup 5 to ICC 1316, rates on corn and oats (westbound), between Kansas City and rate points and Moberly, Mo., and rate points and stations in Ia., has been published by the Wabash, in effect Dec. 16.

Cause of Correct Weights at St. Louis.

In the early part of 1902 shippers of grain, who had long complained of unsatisfactory weights on St. Louis consignments, inaugurated a systematic campaign, the purpose of which was to place the weighing of their grain in the hands of employees of the Merchants' Exchange.

Many large shippers as individuals and through the various commercial organizations of which they were members had from time to time made vigorous though futile efforts to remedy conditions, but it remained for organization which after all is only concerted effort intelligently directed to establish the reforms which the then existing evils required.

Accordingly representatives of the various Grain Dealers' Ass'ns from throughout the territory contiguous to the market, met in St. Louis and demanded of the Merchants' Exchange that it organize a Bureau to supervise the weighing of their grain. The result of the conference was the appointment of a Committee who, after a canvass of the situation, recommended that the Board of Directors appropriate the necessary funds to establish a Bureau to be operated along the lines suggested by representatives of the shippers. The preliminary work necessarily involved in an undertaking of this character was performed, and on June 1st, the Department of Weights of the Merchants' Exchange of St. Louis with 13 employees and with a monthly pay-roll of \$700, began the work which has since contributed more than any other agency toward making St. Louis a desirable market for shippers of grain.

From this humble beginning with a mere handful of men the Department has developed until it now has 50 employees with a monthly pay-roll of \$3,500. The scope of its usefulness and the efficiency of the service it renders has increased in the same proportion.

Its supervision at first embraced only a check upon the weights; later a record of the seals and physical condition of cars was kept; then a scale testing department was established and an expert employed. Now two men devote practically their en-

tire time to this important feature of the work and are provided with all the necessary appliances to make their tests, which are made about once a month, thorough and complete.

Private watchmen, employees of the Department, were next placed in the railroad yards to prevent thefts, waste of grain and breaking of hay, and to exercise a general supervision over the unloading of cars hauled from these yards.

In the early period of its existence the Department recognized that an inspection of cars in the out-lying yards was of the greatest importance, and now a force of men make a daily tour of the inbound yards with the grain inspectors to secure a complete record of the seals and physical condition of all grain cars as soon as they arrive and before repairs are made. A report of these inspections as well as the records pertaining to cars that are unloaded and weighed under the supervision of the Department are carefully filed and indexed so that they can at any future time be located upon a moment's notice.

Grain loaded out of St. Louis elevators is supervised by the Department. Cars are examined inside and outside while empty and again gone over after loading—the sides being tapped with a rubber mallet and those found defective are rejected unless in the deputy supervisor's opinion they can be put in proper condition to go forward without danger of loss in transit.

The outbound yards and transfer and repair tracks adjacent to St. Louis are visited daily by the Department's men and reports on all leaky cars are filed away for reference.

Deputies are regularly stationed at twenty-five places and are sent to about thirty-five other stations by request.

When the photograph reproduced herewith was taken, several of the employees were absent.

I have been a subscriber to the Grain Dealers Journal for the past 18 months and will not be without it as long as I am in the grain business. I found one article in the Journal that was worth \$10 to me, to say nothing about the many others very useful to any grain dealer.—F. L. Phipps, Kellogg, Ia.

Books Received

EXPORTS of farm and forest products for each of the 3 years ending June 30, 1907-8-9, by countries to which consigned are given in Bull. 83, and the imports in Bull. 82, of the Bureau of Statistics, U. S. Dept. of Agriculture, Washington.

INTERNATIONAL INSTITUTE OF AGRICULTURE has issued a 16-page circular publishing communications from the constituent governments, with comments on proposed forms for crop reports. The crop reports of the 47 governments embraced in the Institute, representing 95 per cent of the land and 98 per cent of the population of the world, will be reduced to the same basis as those of the U. S. Department of Agriculture. Data limited the first crop bulletin to 6 countries and the second bulletin to 11 countries; but the number of countries covered is expected to increase in subsequent numbers, which will be issued the third Saturday of each month, by the International Institute of Agriculture, Rome, Italy.

FEEDS AND FEEDING, 10th edition, revised and entirely rewritten by W. A. Henry, Emeritus Professor of Agriculture, Formerly Dean of the College of Agriculture and Director of the Agricultural Experiment Station, University of Wisconsin, is a well printed volume of 619 large pages, practically a cyclopedia of animal nutrition and the rational feeding of farm animals told in simple, helpful language. The information has been gleaned from hundreds of thousands of pages of technical journals, scientific books and reports and bulletins of Old and New-World Experiment Stations. By the use of cross references to the numbered articles, given everywhere throughout the text, repetitions are avoided and the reader can quickly exhaust any topic on which he is seeking information. The Appendix Tables, covering 29 pages of figures, show the composition of substantially all American feeding stuffs and their digestible nutrients and fertilizing constituents—the Wolff-Lehmann feeding standards—and finally the mineral constituents of typical feeding stuffs. The book closes with a double column 20-page index, containing over 3,000 references, by which the reader can quickly and surely find any and every fact stated. Feeds and Feeding is used as a text book in nearly all the agricultural and veterinary colleges of America and by many secondary schools. Published by W. A. Henry, Madison, Wis. Cloth, \$2.25 delivered.

The report for the 6 months ending Aug. 31 shows that the profits of the American Malting Co. were \$549,156, a decrease of \$331,837. Excessive competition, the severe weather and the switchmen's strike in the Northwest are among the alleged causes for the loss.



Employees of the Department of Weights of the Merchants Exchange, St. Louis, Mo.

Seeds

Beach City, O.—Twenty per cent more clover than last year has been sown.—W. W. Glenn.

A 14-cent rate on flaxseed from Kansas City (originating beyond) to Chicago has been issued by the C. & A., effective Dec. 19.

Newark, O.—Clover seed is a very light crop, the poorest we have had in 20 years. The quality is very good.—L. F. Tenny, of Tenny & Morgan.

The area sown to clover in 1909 cut for seed is estimated at 22 per cent. The average yield of seed per acre is 1.3 bus. per acre.—Ohio State Dept. of Agri.

C., B. & Q. has published a rate of 38 cents on flaxseed from Minneapolis, St. Paul and Minnesota Transfer, Minn., to New Orleans, effective Dec. 24.

Timothy seed will be carried from Duluth, Minn., and Superior, Wis., to Toronto, Ont., on a new rate of 25c issued by the Western Transit, Sup. 1 to ICC 269, in effect Nov. 29.

Winnipeg, Man.—Crop bulletin of Manitoba Dept. of Agri. issued Dec. 8 reports 410,928 bus. of flaxseed raised in the province on an acreage of 41,002 acres, an average of 9.97 bus. per acre.

A. M. Eldridge, formerly with the Miller Seed Co., at Washington, Ia., has entered the employ of the Henry Field Seed Co., at Shenandoah, Ia., and will be placed in charge of one of the departments.

Council Bluffs, Ia.—Ten ears of corn grown by Wilson and Pierson of Silver City, Ia., and exhibited at the corn show here, won \$275 in prizes and then were sold, Nov. 18, to R. B. Wallace of this city for \$105.

Duluth received 1,457,358 bus. of flaxseed and shipped 1,507,025 bus. in November compared with 4,515,234 bus. received and 3,041,668 bus. shipped in November, 1909.—Chas. F. Macdonald, sec'y Duluth Board of Trade.

During November Milwaukee received 14,400 bus. of flaxseed, against 115,540 bus. in November, 1909. Shipments of flaxseed during November totaled 12,000 bus., compared with none in November of last year.—H. A. Plumb, sec'y Chamber of Commerce.

Flax and millet seed, grain and products, also timothy seed, between Chicago, Milwaukee, Peoria, Ill., or common points and Minn. & St. L. stations and connections will be carried at new rates issued by the Minn. & St. L. in Sup. 47 to ICC 1485, effective Dec. 20.

During the summer a number of representatives of seed firms have taken advantage of the opportunities offered by the seed laboratory of the U. S. Department of Agriculture at Washington to become familiar with the technique of seed testing in order to carry on similar work for themselves.

During November Baltimore received 1,258 bus. of clover seed and 3,743 of timothy compared with 1,389 bus. of clover seed and no timothy in Nov., 1909. Shipments aggregated only 681 bus. of clover seed and no timothy against 2,434 bus. of clover and 3,188 bus. of timothy seed shipped during November last year.—James B. Hessong, sec'y Chamber of Commerce.

Farmers sold their mammoth clover seed early and will buy medium in the spring. Looks as tho they would be compelled to come to Toledo for most of it. On account of the damage to the new plant last spring we look for increased demand next spring. Indications are for another short crop next season.—C. A. King & Co.

Some clover seed delivered Dec. 2 on Toledo December contracts is being taken home to Ohio points that two years ago supplied this market with 25 cars of seed, and with such a condition confronting us, where is the seed to come from (1,000 bags per week) if the country hasn't it? From abroad? Well, that story has about run its course,—they are no better situated over there than we are here.—Crumbaugh & Kuehn Co.

Hamburg, Germany.—It is estimated that about $\frac{1}{4}$ of the whole red clover seed crop of France was lost by the rains. Threshing returns from the Russian crop of red clover seed are disappointing, and the yield will not be quite an average. Instead of furnishing us seed America wants to buy from us and we ourselves have resold some lots to America. European stocks are extremely small and further purchases could only be made with values advancing sharply.—R. Liefmann Sons Successors.

Speculation will make the price of clover seed this month. There will be a little cash demand, but it will not be general until spring. Still some December shortage, but some prime is en route. Some of the smaller shorts may run, but most of the large ones are apt to deliver the goods. Leading bulls still stubborn hoping the short crop will make itself felt later. Crop was largely poor quality and Eastern buyers will take some European seed to help supply their demand. How much they take from abroad will be an important factor.—C. A. King & Co.

During November Cincinnati received 1,617 bags of clover seed, 1,785 bags of timothy seed and 6,232 bags of other grass seeds; compared with 1,555 bags of clover seed, 6,480 bags of timothy seed and 22,116 bags of other grass seeds in the corresponding month of last year. Shipments amounted to 2,571 bags of clover seed, 2,452 of timothy seed and 15,244 bags of other grass seeds; compared with 2,589 bags of clover seed, 2,791 of timothy seed and 14,638 of other grass seeds shipped in November, 1909.—C. B. Murray, sup't Chamber of Commerce.

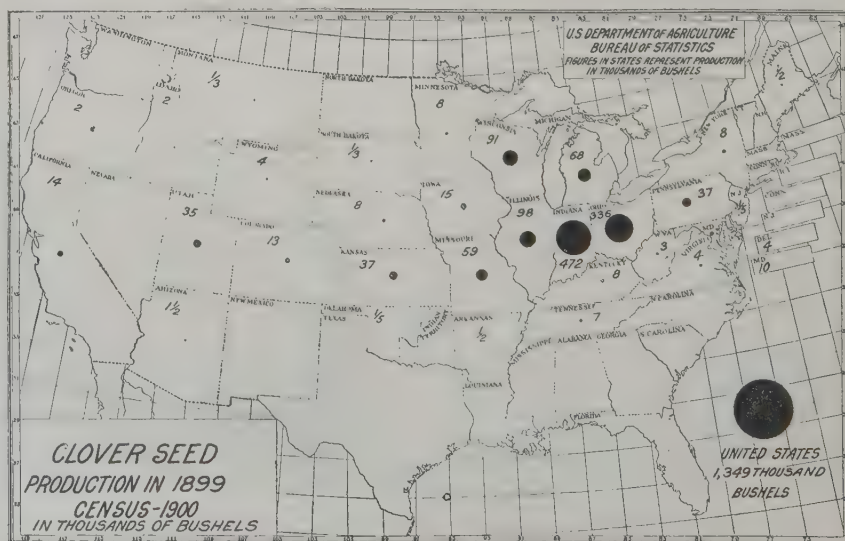
Milton Marshall* believes he has discovered a new kind of clover on his land near Garden City, Kan. It came up among prairie grass in patches that increased rapidly. He describes the seed as exactly like alfalfa but says "this plant will grow where alfalfa will not. It appears to be a biennial sweet clover, as it does not bloom the first year. It blooms at 24 to 30 inches in height. It starts early in the spring and affords a fine pasture, superior in not bloatting cattle as alfalfa and red clover do. It thrives on uplands and has the same nitrogen-storing qualities of other clovers."

Chicago received during the week ending Dec. 10, 373,400 lbs. of timothy seed; 81,300 lbs. of clover seed; 211,600 lbs. of other grass seeds; 28,500 bus. of flaxseed; against 485,300 lbs. of timothy seed; 4,580 lbs. of clover seed; 303,750 lbs. of other grass seeds and 15,000 bus. of flaxseed during the corresponding week of 1909. Shipments for the week were 79,700 lbs. of timothy seed; 32,000 lbs. of clover seed; 224,600 lbs. of other grass seeds and 5,000 bus. of flaxseed, against 468,621 lbs. of timothy seed; no clover seed; 992,955 lbs. of other grass seeds and 4,142 bus. of flaxseed during the corresponding week of 1909.

Charles P. Braslan, one of the largest seed growers in the world and formerly a seed merchant in Minneapolis, died at San Jose, Cal., Dec. 3, aged 49. He is survived by his widow and four children. He was born in Cambridge, Mass. While in the seed business in Boston he met Jesse E. Northrup and they decided to go West. They went to Minneapolis in 1884 and established the firm of Northrup, Braslan & Goodwin which continued until 1896 when it was reorganized. Mr. Braslan went to Chicago and stayed a year, when he moved to California where he prospered. He recently had a farm of over 4,000 acres devoted to seed raising.

FARMERS MORE APPRECIATIVE OF GOOD SEED.

Grain Dealers Journal: Farmers throughout the country are becoming more enthusiastic each year over the value of good seed. They are becoming more progressive and more willing to pay a fair price to secure the best that is obtainable. This applies to the entire seed trade. The present season opens up with what seems to us to be the most interest in good seed, the most awakened sympathy for the best quality, and in a general way, the best outlook for selling high grade seeds.



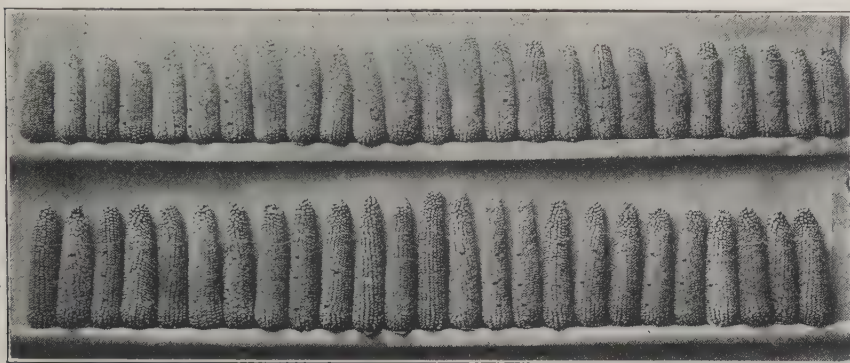
of any season that we have ever been through.

Our specialties for some years have been alfalfa, seed corn and soy beans. Naturally we watch developments along the lines of these specialties more than with seeds in which we do not specialize. The alfalfa seed business becomes better each year, especially for very high grade seed. The tendency is more towards summer seeding than early spring seeding.

The seed corn business is practically what the dealers or breeders themselves make of it, and we think this reflects a business-like and well-educated attitude on the part of farmers. The seed corn

Show Ears Not Always Best Seed.

In the selection of seed corn the important object, of course, is to choose that corn which will give the largest yield per acre. Then the questions arise: which will produce the more corn per acre, the long ear or the short ear, the light ear or the heavy ear, the ear with the bare tip or the ear with the well filled tip, the ear with the tapering or cylindrical shape, the one with the rough or the smooth dent? Since few ears are strong in every point, what qualities should be most sought after, the good kernel, a good tip, or a symmetrical ear?



Long and Short Ears of Leaming Corn. Farmers Bul. 419, U. S. Dept. of Agriculture.

breeder who really has something to offer to his customers is certain to have a good business, regardless of whether the actual corn crop of the country is large or small, or whether it matured in time to give the farmer sound seed of his own or not. We do not suppose that the dealers would sell quite as much seed corn in a year when most of the corn matured in perfect shape as they would when the corn did not mature satisfactorily, but the fact that there has been a good corn crop secured, and that the farmers' own seed is all right, would by no means prevent seedmen who really have corn of fine breeding to offer from doing an excellent business.

Our third specialty, the soy beans, look very good to us. We sent out return postal cards to the farmers who bought seed of us last season, and altho we had a large number of sales, there were not more than a half-dozen men who reported partial failures. The rest were enthusiastic and eager to grow the crop the second time. This was particularly true when applied to the new varieties. Our stocks of the new varieties were exhausted early in the season last year, and we were forced to fall back on the old standard sorts.

Clover seed will, no doubt, enjoy a good demand, not only because the last year's crop was of moderate size, but because the farmers are determined to maintain the fertility of their farms thru the use of legumes. In fact, any legume which builds up the soils, including the clovers, cow peas, soy beans, vetches, and Canada field peas will, in our opinion, all enjoy a good demand. Timothy, being scarce, will no doubt be strongly in demand, altho the extremely high price may, to some extent, curtail consumption.—Chas. B. Wing, gen. mgr. Wing Seed Co., Mechanicsburg, O.

The government authorities confiscated 1,200 bags of bleached flour at Nashville recently and destroyed it as an adulterated article of food. The folly of Dr. Wiley.

difference of 0.87 bushels per acre in favor of the tapering ears. In 1909 each of four varieties tested showed a difference in favor of the cylindrical ears, but the only notable advantage was found in Reid Yellow Dent in which the average difference was 1.08 bushels per acre. The same variety of corn may have ears cylindrical or tapering as shown in the engraving herewith.

The experiments with the bare-tipped ears and those with well-filled tips show an advantage in the third year of 2.19 bus. per acre in favor of the well-tipped ears. Continued selection of bare-tipped ears tends to reproduce ears of this character, to reduce the percentage of well-filled ears and to decrease the yield.

During five years of experimenting the crease-dented type produced an average yield of 2.84 bus. per acre more than the rough-dented ears. The crease-dented ears selected during the last year were lighter, shorter, and less in circumference, but, while these characteristics taken singly tend to produce an increase in yield, they were insufficient to overcome the differences in indentation.

Seed which had been selected from the field was compared with that selected from the wagon and from the crib. The field selection was found to yield an average of 3.23 bus. per acre more than that selected from the wagon and crib but grown in the same field. This superiority is probably due to the fact that the mother plants were grown in the same environment and under same conditions. Seed selected under highly favorable conditions does not yield so well as that selected under less favorable circumstances.

Undue importance must not be placed on the germination test for the selection of seed corn. From 600 ears germinated under 1 in. of soil, those first up produced an average yield of 2.84 bus. less than those which came up last. This is due to the fact that the early corn contained a larger proportion of white starch.

These experiments, altho unfinished, appear to indicate that the selection of seed ears of less than the normal length tends to decrease the yield and shorten the ear, that tapering ears give a slightly better yield than the cylindrical, that continuous selection of ears with bare tips reduces the yield and increases the number of bare-tipped ears, that crease-dented ears are superior to rough-dented ears, that seed should be selected from environment slightly less favorable than that in which it is to be grown, that the germination test can not be given much importance, and that introduced varieties should be adjusted to local conditions by careful and continued selection.



Cylindrical and Tapering Ears of Leaming Corn. Farmers Bul. 419, U. S. Dept. of Agriculture.

Grain Trade News

ARKANSAS.

Pine Bluff, Ark.—The Marsh Commission Co. will equip its eltr. with two Hall Non-chokable Boots.

Little Rock, Ark.—Val Gardner, former mgr. of the Gardner Grain Co., has left the city with several creditors desiring pay.

Little Rock, Ark.—Jacob Niemeyer died Dec. 4, after a lingering illness of two years, aged 63. He is survived by his widow and two daughters. In 1878 he formed a partnership with T. J. Darragh to deal in grain, lumber and shingles under the firm name of Niemeyer & Darragh, which did a prosperous business until 1907. Mr. Niemeyer was also interested in other enterprises.

CALIFORNIA.

Ceres, Cal.—T. E. Wilson has formed a partnership with A. F. Johnson to deal in grain, fuel and fertilizers.

San Diego, Cal.—Seven Grain Food Co. incorporated by A. L. Chase, C. A. Lyman and R. Hynes; capital stock, \$50,000.

Woodland, Cal.—J. F. Meier of Lindsay, Cal., has been given a site by the Chamber of Commerce, on which to build an alfalfa mill that he proposes to have in operation by Apr. 1. Last spring stock was sold in a local company for that purpose but later the project was abandoned.

Los Angeles, Cal.—The Sperry Mfg. Co. of San Francisco is building a 30,000-bu. cribbed eltr. in connection with its Los Angeles mill, which is unusual for this part of the country where grain is handled in sacks. A. J. Clark has the contract. He thinks that handling grain in bulk will be brot about by the completion of the Panama Canal, when they can then ship in bulk.

CANADA.

Oxbow, Sask.—The Oxbow Eltr. Co., Ltd., has been dissolved.

Homewood, Man.—The Homewood Farmers Eltr. Co. has discontinued.

Sedley, Sask.—The Imperial Eltr. Co., Ltd., has bot out the Crescent Lbr. Co.

Port Dalhousie, Ont.—The Grand Trunk grain eltr. burned Dec. 7; loss, \$100,000.

Bowmanville, Ont.—The Thunder Bay Eltr. Co. is building an eltr. here to cost \$550,000.

Kelliher, Sask.—The Atlas Eltr. Co. will rebuild its eltr. that burned some time ago.

Parry Sound, Ont.—The Canadian Northern Ry. Co. will build a 500,000-bu. eltr. here.

Franklin, Man.—R. L. Campbell, whose eltr. burned last October, is closing out his grain business.

Ottawa, Ont.—The Grand Trunk Pacific Eltr. Co., Ltd., has been incorporated to do business in Ontario.

Fort Saskatchewan, Alta.—The eltr. John Gillespie recently bot from the Sunny Belt Grain & Eltr. Co. will be operated under the name of the Gillespie Eltr. Co.

Peterboro, Ont.—The eltr. built for the American Cereal Co. by James Stewart & Co. has been put into operation.

Toronto, Ont.—C. E. Nourse & Co. have opened an office in the Board of Trade bldg. and will specialize in Ontario coarse grains.

Goderich, Ont.—The Transit Eltr. Co. has completed a 500,000-bu. addition to its eltr. and the extra space has been taken up largely with grain for winter storage.

Moose Jaw, Sask.—The Saskatchewan Flour Mills Co., which is erecting a large oatmeal mill here, is considering adding an eltr. with four round tanks of 25,000 bus. capacity each.

Quebec, Que.—La Campagnie de Farines, Grains, Provisions, Limitee, incorporated by J. E. Pelletire of Fraserville, Que., and Jos. Rouleau of Limoilou, Que.; capital stock, \$49,500.

Toronto, Ont.—Hugh N. Baird of the grain firm of Crane & Baird, died recently. He had been identified with Toronto's business interests for 40 years and was president of the Board of Trade in 1891 and '92.

Winnipeg, Man.—Grain dealers of this city regret the action of Warehouse Commissioner Castle against the private eltrs. at Fort William, which do business as terminal eltrs. without a license, as they believe these small eltrs. provide beneficial competition, without which losses to farmers would result in treatment of rejected grades. The grain growers also object.

Toronto, Ont.—A million-bu. eltr. will be built here by a new company to be known as the Imperial Flour Mfg. Co., Ltd., in which Murray Brown, mgr. of the Alexander Brown Mfg. Co., is interested. The project is based largely on the expectation that the dominion government will deepen the Welland Canal and so put Toronto in position to handle Manitoba wheat.

Ottawa, Ont.—The grain standards boards appointed by the dominion government to fix special grades for smutted Ontario winter wheat has decided on three grades of commercial, samples of which have been deposited with the government inspector. No. 1 commercial may be red, white or mixed winter, weighing not less than 58 lbs. to the bushel, and show a slight degree of smut damage. Nos. 2 and 3 are to weigh not less than 57 lbs. to the bu. and vary only in the amount of smut damage; all below these standards will grade rejected.

Winnipeg, Man.—A delegation of 500 grain growers will leave here for Ottawa, Dec. 12, where they will be joined by 500 others from eastern Canada, who will appeal to the government, Dec. 16, for at least five relief measures including government ownership of terminal eltrs. at Fort William and Port Arthur, passage of a law to permit the formation of co-operative societies, government ownership of a railway to Hudson Bay. For the last three years the grain growers have sent deputations to Ottawa to urge government control of terminal eltrs. but this time their arguments are backed

by the fact that last April government officials discovered conditions that resulted in three of the terminal eltrs. being fined an aggregate of \$5,500.

Fort William, Ont.—Warehouse Commissioner Castle has instituted proceedings against several eltr. men here for failing to take out dominion licenses for terminal eltrs. They operate local houses with limited storage accommodation for their own purposes, and allege that such a license would convert them into terminal eltrs. disqualified under the law from doing other than a storage business, for which their plants are not designed. They purchase, treat and clean wheat they do not charge fees for storage and claim that the wheat they do store is their own property. The penalty for not taking out a terminal license is \$10 per day. D. D. 'Campbell, special government shippers' agt., has spent some time at the terminal eltrs. on the lake front, investigating their work as the result of an unusual number of complaints. W. M. Martin of Regina, Sask., has filed notice in the House of Commons, Ottawa, that he will move that "in view of the investigations recently made by the government into conditions existing in terminal eltrs. at Fort William and Port Arthur and of disclosures as a result of such investigations, it is in the interests of western grain producers, and of Canada generally, that such measures be adopted by the government as will more effectually prevent improper admixture of grain delivered to the several terminal and transfer eltrs. thru which grain of the western provinces passes."

COLORADO.

Rifle, Colo.—The Rifle Alfalfa Meal & Mfg. Co., incorporated by E. McLearn, Fred G. Shaffer, W. H. and B. F. Haley and W. P. Clough; capital stock, \$50,000. The company is considering building a 50-ton mill.

IDAHO.

Bonner's Ferry, Ida.—M. Emery has started a grain business.

Ashton, Ida.—We have had a Sonander Automatic scale installed in our new eltr.—Ashton Mlg. & Eltr. Co.

Filer, Ida.—Sonander Automatic Scales have been installed in our new steel eltrs. here and at Buhl.—Twin Falls Mlg. & Eltr. Co.

Lewiston, Ida.—S. Frank Allen, traveling auditor for the Interior Warehouse Co. for three years, has been promoted to mgr. of the eltr. and grain cleaning plant the company is now building on the Snake River water front.

Grangeville, Ida.—Nelson McArthur, mgr. of the Farmers Union Warehouse, recently escaped death by a narrow margin while passing thru one of the aisles of the warehouse. A pile of sacked grain that reached to the rafters of the building, suddenly toppled over burying him under tons of grain. His cries brot employees to his rescue. Three ribs were fractured.

ILLINOIS.

Fairfield, Ill.—We expect to build an eltr.—L. J. Keith & Son.

Prouty sta., Springfield p. o., Ill.—Lewis & Twist have bot the eltr. of George W. Huffaker.

Alexis, Ill.—Ed Metzger is having his eltr. remodeled by McAllister & O'Connor.

Anchor, Ill.—The Farmers Eltr. Co. is receiving grain in its new eltr.

Toluca, Ill.—Farmers have subscribed \$10,000 to build a new eltr. on the C. & A.

Towanda, Ill.—The Towanda Grain Co. will install a 2,500-bu. National Automatic Scale.

Galva, Ill.—W. A. Fraser is having a 15,000-bu. eltr. built by the Burrell Eng. & Const. Co.

Bethalto, Ill.—The Farmers Eltr. & Produce Co. is closing up its affairs to go out of business.

Windsor, Ill.—S. L. Wallace has purchased 126 of the 250 shares of stock in the Windsor Grain Co.

Meyers sta., Green Valley p. o., Ill.—The Farmers Grain Co. expects to have its new eltr. in operation by Jan. 1.

Mechanicsburg, Ill.—O. H. Fullenwider has remodeled his eltr. and installed B. S. Constant machinery.

Secor, Ill.—N. N. Hettinger has installed a 1,500-bu. National Automatic Scale and a new steel loading spout.

Woodruff sta., Lilly p. o., Ill.—Levi Johnston has equipped his new eltr. thru-out with B. S. Constant machinery.

Shobonier, Ill.—John H. Metzger's new eltr. is almost completed. Up-to-date machinery has been installed.

Doran sta., Mattoon p. o., Ill.—H. H. Holtgrew has succeeded Theo. Rathe, resigned, as mgr. for the Farmers Grain Co.

Albion, Ill.—The firm of Epler & Wilson has been dissolved by mutual consent. Mr. Epler will continue the business.

Mt. Pulaski, Ill.—The Farmers Grain & Eltr. Co. has bot a residence property near its eltr. and will extend its side tracks.

Gerlaw, Ill.—Ed Metzger is having the eltr. he recently bot here from R. B. McReynolds, overhauled by McAllister & O'Connor.

Springfield, Ill.—The Farmers Co-operative Elevator Ass'n of Illinois will hold its next annual meeting at this city in February.

Hallock sta., Stockland p. o., Ill.—The new 30,000-bu. eltr. is almost completed. It will be operated by the Herron-Patterson Grain Co.

Easton, Ill.—While business difficulties have caused delay we hope soon to be on a better basis.—H. J. Keefer, sec'y-treas. Easton Farmers Grain Co.

Warrenton sta., Kansas p. o., Ill.—A. N. Campbell of Kansas, Ill., has bot the eltr. at this station of C. G. Wieland, who died recently.—C. M. Paxton, Kansas, Ill.

Grant Park, Ill.—The Holzman & Bennett Grain Co. is remodeling its eltr. and installing a Constant Ball Bearing Safety Manlift. The Burrell Eng. & Const. Co. has the contract.

Manhattan, Ill.—The recently incorporated Manhattan Farmers Grain Co. will build an eltr. on the Wabash and will handle coal, building materials and tile in addition to grain.

Cornell, Ill.—The Farmers Eltr. Co., which is building a new house, has employed as mgr. S. G. Sands, who has managed the eltrs. of the Rogers Grain Co. here and at Graymont.

Wataga, Ill.—Wataga Farmers Eltr. Co., incorporated to deal in grain and other merchandise; capital stock, \$3,500; incorporators, E. P. Robson, J. E. Williamson and F. E. Alexander.

Granite City, Ill.—The Corn Products Refining Co. is considering the erection of a \$50,000 plant to accommodate its increased output following its absorption of a large St. Louis firm.

Odell, Ill.—The C. A. Vincent Co., incorporated to deal in grain and merchandise; capital stock, \$15,000; incorporators, C. A. and L. C. Vincent, Albert G. Miller and William D. Bangs.

Fisher, Ill.—Fisher Farmers Grain & Coal Co. incorporated to deal in grain and coal and grind feed; capital stock, \$10,000; incorporators, L. D. Oliver, H. L. Sunderland and J. S. Teuscher.

Victoria, Ill.—The Victoria Farmers Eltr. Co., incorporated to do a general grain and eltr. business; capital stock, \$8,000; incorporators, P. A. McDowell, G. H. Beckner and C. O. Hedstrom.

Flanagan, Ill.—The Farmers Grain & Coal Co. has obtained a grain tester to enable Mgr. McCrane to grade corn as received and pay for it at once without waiting for returns from the shipment.

Graymont, Ill.—I have come here from Henning, Ill., and am with the Rogers Grain Co. The Farmers Eltr. Co. is doing a fine business.—C. C. White, successor to S. G. Sands, agt. for R. Grn. Co.

Goodrich sta., Bonfield p. o., Ill.—The eltr. owned by Chas. Usher of Chicago and operated by Risser & Rollins, burned in the evening of Nov. 17, with several thousand bushels of grain; loss total, insured.

McLean, Ill.—The Aldrich Grain Co. is installing a 50-h.p. gasoline engine to replace the 80-h.p. steam engine that has done the work for 42 years and has been so well taken care of it is still able to work full time.

Derby, Ill.—We are improving our eltr. at this station by cutting a large bin into smaller bins and hopping several; will also add loading spout from eltr. head.—C. L. Wood, mgr., C. L. Wood & Co., Gibson City, Ill.

St. Joseph, Ill.—U. G. Mills has resigned the management of the St. Joseph Grain Co. to take a position with W. H. Wenholz, the eltr. builder, and will go to Baton Rouge, La., where Mr. Wenholz will build a 50,000-bu. transfer eltr.

Croft, Ill.—The eltr. of the Farmers Grain & L. S. Co. was struck by lightning about midnight of Nov. 26 and burned to the ground; loss, \$3,000, well insured. This station is now without an eltr. as the only competing one was burned some months ago.

Weedman, Ill.—I succeeded A. L. Horner, Nov. 1, as mgr. for the Weedman Grain & Coal Co. He has gone to Belleflower where he is interested in other business. By Nov. 30 we had received 19,000 bus. of new corn; most of it graded No. 4.—H. C. Gring.

Rockford, Ill.—The fire at our plant, Nov. 15, was entirely confined to the eltr. Our cereal and feed mill, erroneously reported destroyed, was untouched and is in operation running full time. It is in a separate building some distance from the eltr. burned.—A. L. Bartlett Co.

Prophetstown, Ill.—The extensive repair work at the eltr. of Mathis Bros. & Co., reported in this column Nov. 25, was done by McAllister & O'Connor instead of the builders erroneously named. The building has virtually been made over new and its facilities are greatly increased.

Filson, Ill.—A. D. Kaga, the veteran grain dealer who has been in business here continuously for the last 30 years, has retired. His son, D. C. Kaga, and C. C. Gray have taken over the eltr. and business which they will conduct under the firm name of Kaga & Gray.

Decatur, Ill.—The feed mill of the Allen Mill & Eltr. Co. burned Dec. 8; loss, \$20,000; insurance, \$12,000. Flames were discovered about 9:30 in the evening and soon got beyond control. A large amount of corn, oats, molasses and alfalfa was destroyed and some new machinery.

Champaign, Ill.—Charles A. Dryer, of the grain firm of Dryer & Burt, is bereaved by the death of his mother. Catherine L. Dryer, aged 73, widow of Hiram G. Dryer. She had lived in this city for the last 26 years, and is survived by two sons, the other, Erwin Dryer, lives in Chicago.

Richmond, Lincoln p. o., Ill.—The Burt & Richmond Grain Co., recently incorporated at Armington, is planning to buy or build two eltrs. at once, one here and the other at Burt's crossing. George S. Hunter, John Betzelberger and George Mowry have been elected directors for three years. Mr. Mowry is pres.

Decatur, Ill.—O. H. Cannon & Co., successors to Faris & Cannon, have begun business at the old location. Mr. Cannon, the junior member of the old firm, will be mgr. of the new. He has associated with him Horace J. Kapp of Findlay, Ill. The tragic death of J. P. Faris, killed in an auto accident last July, closed the old firm.

Gays, Ill.—A train of 23 cars loaded with corn was shipped from here Nov. 20 by A. W. Treat and myself, consigned to various eastern markets. Another train of 19 cars was shipped out Nov. 30 besides some forty odd cars between those dates. Eltrs. are taxed to their utmost and the rush is still on.—A. M. Blythe.

Arthur, Ill.—James H. Wright died Nov. 22, aged 83. He began buying grain in 1873 at Hindsboro and in 1886 came to this place, where he managed the eltr. of Bartlett, Kuhn & Co., until four years ago when he was retired on a pension of \$30 a month. He was married in 1848 and is survived by three sons and two daughters.

Elkville, Ill.—Rebuilding my eltr. that burned here Dec. 3 will depend on whether we can get an acceptable lease from the Ill. Cent. and the milling rate from this point to Du Quoin; if so, it will be rebuilt either by me or a stock company. We had insurance in the Millers National, that will come close to paying the damages, and we made satisfactory settlement Dec. 8. The fire was not caused by a gasoline explosion, as reported in press dispatches, but started from the engine in some way.—Henry Horn, Du Quoin, Ill.

Mt. Carroll, Ill.—The feed mill of H. J. Christian & Son burned early in the morning of Nov. 26. It contained about 200 bus. of wheat, 400 of oats, more than \$1,000 of feed, \$1,800 of machinery and 150 gallons of gasoline and kerosene which made the fire dangerous. The machinery down stairs was not injured, the wheat and oats were wet on top, the feeds were wet but could be used at once. Mr. Christian stood in the street and sold considerable that day. His loss is about \$2,000 with no insurance. He owns the building which will have to be rebuilt if he continues. Its walls are not injured.

Cameron, Ill.—J. C. Johnson has resigned as mgr. for the Anderson Grain Co. to take charge of the lumber and coal business in which he owns a half-interest. Dell Johnson has taken charge of the eltr. of the Jackson Grain Co.

The Chi. & E. Ill. and the M. & O. have accepted the agreement with the Illinois Grain Dealers Ass'n for payment of claims, making 16 of the principal grain-carrying roads in the state now in the agreement.—S. W. Strong, sec'y Ill. Grain Dealers Ass'n.

CHICAGO NOTES.

Edwin P. Griesbach, a member of the Board of Trade, died at his home Dec. 4.

The rate of interest for advances on Bs/L for December has been set at 6%.

Director Dillon of the Board of Trade, who has been ill recently, is convalescing rapidly.

Chicago callers: Frank Gibbons, Dwight, Ill., C. W. Peterson, Grand Ridge, Ill.

Michael Cudahy, at times a large operator in the grain and provision markets, died Nov. 27.

A. Rheinstrom, of the J. Rosenbaum Grain Co., who was operated upon recently, is recovering.

Albert Elwell, for over twenty years in the grain commission business, died Nov. 23, aged 50 years.

Frank P. Schmitt, connected for some years with the Chicago grain trade, died very suddenly Nov. 26.

The annual dinner of the Board of Trade Weighing Department will be held Dec. 17 at the Palmer House.

Crossed wires started a small fire under the roof of the Board of Trade yesterday. It was extinguished with small loss.

The Hills Linseed Oil Co., incorporated, capital, \$150,000; incorporators: C. M. Cavenee, Wm. C. McNitt and F. F. Miller.

William Sterling, one of the older of the grain brokers, has purchased a ranch near Medford, Ore., and will make his home there.

F. R. Carter, Robert P. Shimmin and John W. Douglass are organizing a general stock and grain commission firm and plan to start in business the first of the new year.

Mr. Adolph Gerstenburg is now walking around with a cane, as the result of a contest between him and an automobile for the right of way across Jackson Boulevard.

W. M. Hopkins, C. B. Pierce and Edward Andrew were the delegates from the Chicago Board of Trade to the National Rivers and Harbors Congress at Washington, D. C., Dec. 7, 8 and 9.

During November Chicago received 542 cars of winter wheat, 293 of spring wheat, 6,661 of corn, 3,704 of oats, 82 of rye, 1,606 of barley and 15 cars of flaxseed; against 812 cars of winter wheat, 529 of spring wheat, 5,009 of corn, 3,814 of oats, 121 of rye, 1,851 of barley and 47 cars of flaxseed in November, 1909.

The Kookte-Ote Co., capital stock, \$100,000, was incorporated Nov. 25 to do a general eltr., milling and grain business. The incorporators are Geo. R. Walker, F. F. Ladd and Ernest H. Bastian, who are also the incorporators of the Cooked Rolled Oats Co., capitalized at \$100,000 and authorized to manufacture and deal in food, food products, grains, cereals, etc.

The directors of the Board of Trade on Dec. 7 approved for ballot an amendment to Rule XIV providing that one membership in the Board of Trade shall secure members reduced rates to only one firm or one corporation.

Geo. F. Stone, B. Frank Howard, J. C. F. Merrill and H. W. Perrine have been appointed as delegates from the Chicago Board of Trade to the 41st annual meeting of the National Board of Trade to be held in Washington, D. C., Jan. 17.

H. A. Foss, chief weighmaster of the Board of Trade, reports that during November 170 cars were received with leaking grain doors, 122 leaking over grain doors, 583 at sides of cars, 206 at ends, 10 at kingbolt, 45 at draw bar and 353 cars.

The Armour Eltr. Co. has applied to the directors of the Board of Trade to have the Armour eltrs. "A," "B" and "B" annex made regular for the remainder of the season. The houses are already licensed and the status of the grain stored in them will not be changed. This is said to be because storage room in the other eltrs. operated by the company is running short.

An informal beefsteak dinner will be held at 6:30 o'clock Dec. 12, which all members of the Board of Trade are invited to attend to discuss matters of vital interest to all. A committee of 27 sent out the invitations with a request that those contemplating being present advise Chairman David Noyes. One of the subjects for discussion is the proposed advance in commission rates.

Games to be played by the Board of Trade Indoor Baseball League during the next two weeks are as follows: Dec. 12, Bartlett, Frazier vs. Wagner; Dec. 13, Chapin vs. Lamson; Dec. 14, Armour vs. Peavey; Dec. 15, Finley Barrell vs. Rosenbaum Bros.; Dec. 19, Bartlett, Frazier vs. Lamson; Dec. 20, Chapin vs. Wagner; Dec. 21, Armour vs. Rosenbaum Bros.; Dec. 22, Finley Barrell vs. Peavey.

Our timothy hay market is as strong at present as it has been any time this season. Buyers are all very anxious for hay, and are picking it up just as fast as it arrives. Usually our market becomes dull about this time of the year, and stays so until after the first of January. However this seems to be an exception, and we do not believe that there will be a better time during the balance of the season for shippers to market their hay.—W. R. Mumford & Co.

Membership in the Chicago Board of Trade has been applied for by Chas. S. Castle, Wm. C. Gorman, Howard H. Logan, John W. Douglass, Henry W. Batterman, Lawrence Galaher and John Kayser. Transfer of membership has been applied for by Frederick Dorr, Mark T. Sheperdson, Thomas A. Chappell, James M. Arnold, Robert Law, Fred Day and Frank J. Magin. The board of directors recently admitted Edgar H. Evans and Frederick F. Wulkop.

A vote on a proposition to advance the commission rates on grain futures will be taken Dec. 14. The advance is from \$6.25 to \$10.00 per 5,000 bus. The rate to members is correspondingly advanced, as well as the rate for clearing trades for members. Those favoring the advance state that the heavy expense of conducting a private wire house requires higher rates. Those opposing the advance declare it would be a repetition of the mistake made a few years ago, when a number of speculators turned to the outside markets at St. Louis and Minneapolis.

The Minneapolis market took a great stride forward at that time and ever since it has offered traders a continuous market, with a good daily range and profitable scalping fluctuations. Chas. H. Requa says: "In case the board members persist in advocating an advance in the commission rates they should wait for a bull market, when the change would be more welcome to the public than at the present time."

James Leary, of Dubuque, Ia., has been suspended by the directors of the Board of Trade following a dispute on trades. Vice-pres. J. C. F. Merrill said: "James Leary is conducting a wire house at Dubuque and is a member of the Chicago Board of Trade. Some dispute arose in regard to trades and we sent a representative to examine his books. He refused to permit this. He was then summoned to appear before the directors with his books. This he refused or failed to do. Because Leary failed to comply with the order of the directors he was suspended."

The improved methods of clearing trades at other exchanges were considered at a meeting of members of the Board of Trade Nov. 28, the committee having the matter in charge having collected considerable data with a view to combining the advantages of all in a new system for the Chicago Board, to do away with useless clerical work, enable traders to draw down at the close of each day and tie up less capital of commission firms. Members will be given ample time to study the proposed plan and no vote is expected to be taken for several weeks. The committee is composed of S. P. Arnot, chairman, J. B. Adams, J. C. Wood, J. C. Murray and Robert McDougal.

INDIANA.

New Harmony, Ind.—The H. C. Husband Co. is a scooper.

Milan, Ind.—We will remodel our mill here.—Milan Mill & Eltr. Co.

Goshen, Ind.—The Goshen Eltr. Co. will soon ask bids for the erection of an eltr.

Kempton, Ind.—Jordan & Conarroe have succeeded Jordan & Gossard.—L. H. J.

Milan, Ind.—John Crum is building a crib 10x30 ft. for ear corn.—Thos. Woodson, agt.

Gwynneville, Ind.—Frank Mull is remodeling his eltr.—J. W. Waltz & Co., New Palestine, Ind.

LaPorte, Ind.—The LaPorte Eltr. Co. has opened the eltr. it recently purchased from J. B. Rupel & Co.

Bowers, Ind.—Jordan & Bundy have succeeded Beck & Jordan at this station.—L. H. Jordan, Indianapolis, Ind.

Shelbyville, Ind.—We operate the Higgins Eltr. at this point as buyers and shippers of grain and hay.—P. L. Polk & Co.

Twelve Mile, Ind.—I have purchased the eltr. and coal business and will move here from Plymouth, Ind.—F. P. McFadden.

Whitestown, Ind.—Jenkins & Cohee have opened their new eltr. It is well equipped with up-to-date machinery and has three dumps.

Indianapolis, Ind.—The 100,000-bu. eltr. of the Indiana Eltr. & Coal Co., that formerly belonged to Jordan & Conarroe, is now owned by Jordan & Son.—L. H. Jordan.

Fiat sta., Portland p. o., Ind.—Fiat Mill & Eltr. Co., incorporated by W. M. Page, L. E. Maddox and C. McCauley; capital stock, \$25,000.

Gessie, Ind.—David Metzger, who recently bot back the eltr. he formerly sold, intends to buy a car loader, a dust collector and an automatic scale.

Lochiel sta., Fowler p. o., Ind.—The Lochiel Farmers Eltr. Co. has made extensive repairs in its eltr. and is installing a Constant Ball Bearing Manlift.

Wanatah, Ind.—Edward Mitzner, who discontinued milling about six months ago, is remodeling his 200-bbl. mill into an eltr., and selling his milling machinery.

Lebanon, Ind.—The largest load of corn received so far this season at the eltr. of N. W. Mattix & Co. was brot in Nov. 22. It weighed 105 bus. and 60 lbs.

Flat Rock, Ind.—A load of corn that weighed out 116 bus. was received at the eltr. recently. The horses had to be driven off the scales before the wagon could be weighed.

Indianapolis, Ind.—The National Good Roads Congress in this city this week was attended by hundreds of Indiana farmers and by representatives from more than half the states in the Union.—F.

Milan, Ind.—The Milan Mlg. Co., which began business Nov. 1, has just completed its new 60-bbl. mill and with the 3,000-bu. eltr. it is now in operation. Wm. Claypole is manager of the new company.

Shadeland, Ind.—I have bot of the Shadeland Grain Co. all of its property that was not burned at the fire some time ago and will proceed to build an up-to-date eltr. as soon as possible.—Robert Alexander, Buck Creek, Ind.

Lafayette, Ind.—The Indiana Grain Dealers Ass'n has presented the Indiana Corn Growers Ass'n a handsome silver trophy to be awarded annually for the best samples of oats exhibited at the state grain show to be held at Purdue University.

Cherry Grove sta., Linden p. o., Ind.—The Crabbs-Reynolds-Taylor Co. has had a large force of men at work on excavations and concrete walls for the basement of an eltr. to replace that now in use, and be considerably larger than the present structure.

San Pierre, Ind.—D. L. Brookie has bot the 10,000-bu. eltr. of Wm. Sweitzer, at the crossing of the Monon and C. I. & S. He took possession Nov. 21 and has put his son in charge. The deal was made thru John A. Rice. Mr. Sweitzer will engage in other business.

Fort Wayne, Ind.—A joint meeting of the Northwestern Ohio and the Northeastern Indiana Grain Producers and Shippers Ass'n was held here in the afternoon of Nov. 29. The principal topic discussed was the handling of new corn. H. H. Deam of Bluffton, Ind., pres. of the N. E. Ind. Ass'n, acted as toastmaster at the banquet in the evening.

Bippus, Ind.—Elmer E. Gandy and others composing the firm of O. Gandy & Co., who bot the eltr. of Lee M. Fishbaugh, have brot suit against him, alleging that they purchased on the understanding that the property had no encumbrances, whereas they found \$147.13 of unpaid taxes. They also charge that, after selling the property entire, the defendant removed a set of trucks from under an engine, for which they ask \$100 damages. They ask judgment for \$247.13 and make the Huntington Trust Co. a

party to the suit, asking that it be restrained from paying the defendant any of the sums he has on deposit with that bank.

IOWA.

Hinton, Ia.—The Atlas Eltr. Co. is having a 12,000-bu. eltr. built here.

Nashua, Ia.—The Western Eltr. Co. will rebuild its eltr. burned Nov. 8.

Ireton, Ia.—The eltr. here of J. T. Scroggs, Beresford, S. D., burned Dec. 7.

Cedar Rapids, Ia.—Douglas & Co. will install a Hall Signaling Grain Distributor.

Rock Valley, Ia.—Terwilliger Bros. have bot the eltr. of the Reliance Eltr. Co.

Ireton, Ia.—George Schultz of Davis, S. D., has bot the eltr. here of Gunderson & Apland.

Milford, Ia.—The new eltr. being erected by J. A. Campbell & Son is almost completed.

Goldfield, Ia.—The Farmers Eltr. Co. is moving its eltr. from the nearby station of Thrall to its yard in this place.

Washington, Ia.—D. A. Chalmers has rebuilt his eltr. struck by lightning Sept. 12. It is practically new and is now in operation.

Pierson, Ia.—I have resigned as mgr. of the Farmers Eltr. Co. and D. W. Hardie, a retired farmer, has been employed to succeed me.—S. O. Jackson.

Malvern, Ia.—A. S. Marshal has bot the eltr. and grain business of G. W. Wyant, with immediate possession. Mr. Wyant retained his coal business.

Marietta sta., Marshalltown p. o., Ia.—The eltr. and coal sheds of B. L. Pyle burned Nov. 19; some insurance. The fire originated in the Ia. Cent. depot.

Britt, Ia.—Chas. Castle has succeeded me as buyer for the Reliance Eltr. Co. at this station and I have gone to Hettinger, N. Dak., with a motor company.—C. E. Busick.

Osage, Ia.—We have changed from horse power to gas engine, have made other minor changes and repaired our 20,000-bu. eltr. on the C. G. W.—Colby Eltr. Co.

Wellsburg, Ia.—E. A. Bowles has taken possession of the eltr. he recently purchased from the Farmers Eltr. Co. for \$8,000 and will move here from Grundy Center to take personal charge of the business, with which he is already familiar as he formerly managed this eltr. and has a valuable acquaintance locally.

Osceola, Ia.—O. T. Hulburd & Co. have sold their Iowa stations: the eltr. here to Curnes & Eddy; at St. Charles to Smith & Killam; at Weldon and Van Wert, to the O. A. Talbott Co., of Keokuk; at Murray to John Bosserman; at Woodburn to T. J. Allen; Decatur, to H. W. Colter; and the eltrs. at Blockley sta., Leon p. o., Leslie, New Virginia, Jamison, Truro, St. Mary and Wick to the Talbott Grain Co. of Osceola, of which Harry W. Talbott is mgr.

KANSAS.

Chetopa, Kan.—C. N. Bunds has traded his mill for a farm, but retains his eltr.

Gerlane, Kan.—M. J. Lane of Kiowa has purchased the eltr. here of William O'Neil.

Edminster sta., Tonganoxie p. o., Kan.—The eltr. for S. H. Warren, on the M. P., is being completed by the P. H. Pelkey Const. Co.

Wichita, Kan.—Depew Head has bot Charles Dorman's interests in the Southern Kansas Grain Co.

Luray, Kan.—I am now located in Siloam Springs, Ark.—M. F. Fritts, formerly agt. Midland Eltr. Co.

Effingham, Kan.—The office of W. R. Smith, detached from the eltr., burned Nov. 30; loss, \$300 to \$500.

Agra, Kan.—D. W. Smedley has succeeded me as mgr. for the Agra Grain & Eltr. Co.—J. B. Edwards.

Plainville, Kan.—The Farmers Shipping Union Ass'n has bot the eltr. of Stucky & Henrie.—B. F. Henrie.

Rozel, Kan.—We are building an addition, 20x52 ft., for storing feed; iron sides and roof.—Union Grain Co.

Perry, Kan.—M. W. Cardwell, who recently sold his eltr. here to J. H. Dougan & Son of Topeka, has moved to that city to open a grain commission office.

Elsmore, Kan.—R. E. Cox, pres. of the Kansas Grain Dealers Ass'n, who recently suffered a severe operation in a Kansas City hospital, is reported in satisfactory condition.

Valley Center, Kan.—A 10,000-bu. eltr., with a 50-ft., 100-ton recording track scale, has been completed for the Valley Center Eltr. Co. by the P. H. Pelkey Const. Co.

Kansas City, Kan.—The trial of John W. Radford, charged with misappropriating funds belonging to the state grain department, recently was continued for a second time, to Dec. 6.

Germantown, Kan.—The office at the eltr. of the Germantown Grain & Supply Co. was recently damaged by a fire started by sparks from a nearby traction engine used for shelling corn.

Wichita, Kan.—The Board of Trade has changed call board rulings so eltr. wheat applies on call contracts. Formerly wheat had to be billed direct from country points to apply on call contracts.

Topeka, Kan.—M. W. Cardwell, who owns eltrs. at Belvue, Grantville, and Kiro sta., Silver Lake p. o., Kan., has moved here from Perry, where he recently sold his eltr., and will open a grain commission office.

Atchison, Kan.—A district meeting of grain dealers of northeastern Kansas and southeastern Nebraska was held in this city in the evening of Dec. 6. The Atchison Board of Trade provided entertainment at the close of the meeting.

Norway, Kan.—A 12,000-bu. ironclad eltr. has been completed for the Norway Farmers Eltr. Co. by R. M. Van Ness. A 25-h. p. Witte Engine, scales and a full equipment of machinery and supplies furnished by the York Foundry & Eng. Works.

Hill City, Kan.—Stockholders of the Graham Co. Mill & Eltr. Co. have decided to quit business and go into voluntary liquidation. Their plant has been in operation several years but, as it was built about a mile from the railroad, most of its earnings have been expended in hauling to and from the tracks.

Topeka, Kan.—While visiting his old home in Illinois about two months ago E. J. Smiley, sec'y Kansas Grain Dealers Ass'n, had the misfortune to dislocate his ankle and break the small bone in his leg. He has been confined to his home ever since but hopes to get to his office before the end of the year. His physician thinks it may take him a year to recover fully.

A fund of \$2,422.40, known as the "seed wheat fund," was raised last spring by grain men and millers of Kansas City and the state to help the Kan. Agri. College carry on wheat inspection and investigate insect depredations. Against this a total expense of \$761.60 has been incurred, of which the following expenses have been paid: Traveling, \$309.22; salaries, \$56; printing, \$21.86.

Goff, Kan.—Fire was discovered in the afternoon of Nov. 26 in the cob bin at the eltr. of the Goff Grain Co. A few buckets of water were poured on and the fire was supposed to have been extinguished, but sparks had been drawn thru the cob spout to the top of the building, and the eltr. was destroyed with 3,300 bus. of shelled corn. John McManus, the mgr., estimates the loss at \$5,000; insurance, \$3,000. He writes that the company expects to rebuild in the spring.

Atchison, Kan.—Work has begun upon the Blair Eltr. Co.'s new plant to replace the eltr. recently burned. It will be of cribbed construction and strictly up-to-date in every way. The elevating equipment will consist of a receiving, shelling, cleaning and mill leg. The two receiving sinks will have belt conveyor under each. A 3,000-bu.-per-hour cleaner; 15,000-bu.-per-hour B. S. Constant Co. Sheller; 1,500-bu.-per-hour corn cleaner; two 1,400-bu. automatic scales and one automatic sacking scale will be installed; operated by electric motor. The Burrell Engineering & Construction Co. was awarded the contract.

Manhattan, Kan.—Grain growers of this section are invited to attend a conference here to organize a Kansas grain breeders' ass'n, in a letter sent out by W. M. Jardine, head of the agronomy Dept. of the Kan. Agri. College, in which he says: "The sixth annual session of the Kansas Corn Breeders Ass'n will be held Dec. 28-30 at the Agricultural College at Manhattan, an event in which every farmer interested in the production of larger acre yields of high-grade corn should participate. The ass'n was organized by the farmers of this state to promote the corn industry through the production of pedigreed varieties of high-yielding power and high-standard quality, and to encourage interest in their growing and distributing. If the Corn Breeders Ass'n has been instrumental in so purifying the corn varieties that they are bringing larger yields, would it not be possible to extend its influence a little further and include all grain crops of Kansas, especially wheat?"

KENTUCKY.

Louisville, Ky.—This city is feeling the car shortage and the fact that practically all business booked demands immediate delivery increases the difficulty. The L. & N. has a partial embargo in effect that restricts shipments some.

Hickman, Ky.—A recent fire at the plant of the Farmers Gin & Grain Co. was extinguished with small damage. The blaze was caused by a lantern overturned in the seed room, which was full of seed owing to the car shortage and decreased river transportation.

LOUISIANA.

New Orleans, La.—No wheat was shipped from this port in November and but 183,794 bus. of corn; compared with 64,000 bus. of wheat and 377,232 bus. of corn in November last year. Total shipments for the three months prior to Dec. 1 included 82,439 bus. of wheat and 830,168 bus. of corn; against 887,897 bus. of

wheat and 807,318 bus. of corn exported in the corresponding months of 1909.—W. L. Richeson, chief grain inspector N. O. Board of Trade.

New Orleans, La.—John T. Gibbons has purchased the property and business of the B. F. Glover Commission Co., which went out of existence Nov. 15.

MARYLAND.

Hagerstown, Md.—Frank G. Matthews, of Scott & Matthews, was injured by stepping into an open cellar-door in the rear of a grocery store. He plunged eight feet down the stairs, his head was cut in several places and his leg hurt.—C.

Salisbury, Md.—The Peninsula Produce Exchange, with headquarters at Salisbury, shows gross sales this year of \$424,447.26, an increase of \$59,873.26 over the same period of last year. The exchange is composed of 2,000 or more members, most of whom are farmers in Worcester, Wicomico and Somerset Counties of Maryland, and these members sell all their vegetables and farm products thru the exchange, which attends to the collection of invoices and deducts a small commission for selling. This commission goes toward the actual running expenses of the exchange and all surplus is divided among the members.—C.

BALTIMORE LETTER.

The Chamber of Commerce membership of Burton G. Buck has been transferred.—James B. Hessong, sec'y.

D. Yulee Huyett is at his office again after an illness of some weeks, first with appendicitis and then typhoid fever.

William Rodgers, sec'y-treas. of the Thomas Johnston Co., grain receivers and shippers, has gone to Denver for his health.

Thomas W. Campbell of John C. Legg & Co., grain and hay commission merchants, was injured recently at the Terminal Warehouse by a pile of hay toppling over on him.

Albert H. Crouch, head bookkeeper for 28 years for the grain firm of Gill & Fisher, died of heart trouble at his home in this city, Nov. 12. A widow and two children survive him.

The directors of the Chamber of Commerce have appointed Charles England, Louis Muller and Robert Ramsay as representatives to attend the 41st annual meeting of the National Board of Trade, which convenes in Washington, D. C., at noon of Jan. 17.

Well-known business men representing the leading trade organizations of the city met Dec. 2 at the Baltimore Chamber of Commerce in an effort to establish one big trade organization for the purpose of handling everything of interest to the city of Baltimore as a whole, from extensive advertising down. Mr. George S. Jackson, pres. of the Baltimore Chamber of Commerce, represented that body.—C.

What is known as Farmers' Week was celebrated at the Fifth Regiment Armory Nov. 28-Dec. 2. Crowds daily thronged the great hall of the big armory to inspect the products of Maryland soil and the exhibit was the most successful yet held. Prizes were awarded for the best exhibits of white corn, yellow corn, hard wheat, soft wheat, rye, oats, hay, alfalfa, and other products grown in Maryland. Among the exhibits were the samples of grain from different sections of the world which were exhibited by J. Collin Vincent.—C.

The Pennsylvania Railroad recently ran one of its periodical farmers' trains along its Pope Creek branch, which traverses Prince George's and Charles counties of Maryland. These trains have been operated by the Pennsylvania for the past three years and, it is said, they have accomplished much in technical instruction and are looked upon as a gospel of scientific farming by the farmers throughout the sections they reach.—C.

Baltimore received during November 775,996 bus. of wheat, 539,125 of corn, 110,218 of oats, 88,425 bus. of rye and no barley; compared with 629,775 bus. of wheat, 1,025,454 of corn, 184,245 of oats, 73,539 of rye and 3,013 bus. of barley during November last year. Shipments included 442,542 bus. of wheat, 539,190 of corn and 130 bus. of oats; against 432,479 bus. of wheat, 394,126 of corn and 220 bus. of oats in Nov., 1909.—James B. Hessong, sec'y Chamber of Commerce.

Albert Wilford, chief millwright at the eltrs of the B. & O. R. R. at Locust Point in this city, has applied for a patent on a grain screener and blower he has invented. It is operated by steam and can make four separations—two grades of screenings, the chaff and the cleaned grain. In a recent 17-minute test 500 bushels of wheat were screened and blown, from which 20 bushels of marketable screenings were removed. A committee of grain men, who visited the eltrs. to see the machine in operation, pronounced it practicable.

After attending the recent meeting of railroad commissioners in Washington, H. O. Hughes, O. P. Gothlin, C. P. Sullivan and C. A. Radcliffe, of the Ohio state board of R. R. commissioners, came over to Baltimore to visit Herbert Sheridan, mgr. of the traffic bureau of the Baltimore Chamber of Commerce and recently traffic mgr. for the B. & O. at Columbus, O. They discussed freight rates between the East and West especially the lake and rail rates on grain, in which Baltimore grain dealers are interested, and arranged for another meeting with Mr. Sheridan, to be attended by some railroad officials, for a further discussion of rates.

The Western Maryland Railway will award within the next 60 days a contract for 20,000 tons of steel rails. The bulk of the rails will be laid on the Cumberland-Connellsville extension, where a force of 3,611 men, with 400 mules, 62 locomotives and 33 steam shovels is rushing this work to completion, which will be accomplished probably by Nov. 1, 1911. Then Baltimore will have another big trunk line entering the city, and it is understood that the Western Maryland is bound by the terms of the contract to furnish terminals at Baltimore equal to those now maintained by its competitors, the Pennsylvania and the Baltimore & Ohio.—C.

MICHIGAN.

Greenville, Mich.—R. J. Tower is building an eltr.

Hillsdale, Mich.—M. Watkins is remodeling his warehouse and will install a feed mill.

Constantine, Mich.—Farmers Eltr. & Coal Co., incorporated; capital stock, \$8,000.

St. Johns, Mich.—The convenient new eltr. of John C. Hicks opened for business Dec. 8.

Adrian, Mich.—William Hayes has bot the stock of James Stevenson & Son and will operate under the name of the

Adrian Hay & Grain Co. The Stevenson firm was in existence about 20 years. The son conducted the business under the same name after his father's death.

Lansing, Mich.—While the 7th annual exhibit of the Michigan Corn Improvement Ass'n is in progress at the Agricultural College station at East Lansing, Jan. 16-21, the Michigan Millers Ass'n will hold its annual meeting in this city Jan. 17-18. For the first time the Corn Improvement Ass'n will exhibit wheat, oats, barley and other small grains.

Montgomery, Mich.—James W. Mitchell, the grain dealer, has received two Black Hand letters demanding that \$750 be placed under the steps of a church near Clear Lake, Ind. For three days and nights officers watched the place but a package put there was not removed. Authorities of Camden Twp. have offered \$500 for the writers of these letters, dead or alive.

Grand Rapids, Mich.—The order of the Interstate Commerce Commission, published Dec. 2 to become effective six months from Dec. 1, extending the free time from two to three days for unloading cars of grain and grain products, coal, lumber and forest products, is considered here as a suspension of the recent agreement following an attempt by railroad commissioners of various states to establish uniform demurrage rules. The ruling practically sets aside the decisions of the state commissioners and removes confusion. Grand Rapids shippers will gain some hundreds of dollars daily by the new regulation.

MINNESOTA.

Viola, Minn.—H. Luhman has charge of the eltr. of J. F. Thompson.

Breckenridge, Minn.—J. C. Whelan has improved the eltr. he recently purchased.

Kanaranzi, Minn.—The Davenport Eltr. Co. will close its eltr. at this point Dec. 15.

Duluth, Minn.—An eltr. and malt house will be erected by the Northern Brewing Co. next spring.

Moorhead, Minn.—Dwight M. Baldwin has let the contract for a foundation to be put under the eltr.

St. Hilaire, Minn.—A. A. Reed has been appointed mgr. for the Farmers Eltr. Co. for the ensuing year.

St. Paul, Minn.—To further an active campaign to increase its membership the Traffic Club voted, Nov. 29, to dispense with membership dues until Jan. 1.

Mankato, Minn.—The Farmers Co-operative Eltr. Ass'n of Minnesota will hold its annual meeting at this city Jan. 5 and 6. R. L. Johnson of Austin is sec'y.

Carver, Minn.—The Carver Eltr. Co., a co-operative company organized by business men of this place, has bot the eltr. of W. H. Scott. C. E. Funk is sec'y-treas.

Osakis, Minn.—The Osakis Mlg. Co. is equipping its plant with a B. S. Constant Chain Feeder and Conveyor for handling small grain. The Burrell Eng. & Const. Co. has the contract.

Glenco, Minn.—F. K. Whalen, my brother, has succeeded me as agt. at this station for the Exchange Grain Co. I have been transferred to St. Louis Park, Minn.—D. K. Whalen.

Carlos, Minn.—Just after extinguishing the light and stepping out of the door of his eltr. here recently, W. B. Nelson was held up by masked men and robbed of \$300 and his gold watch.

St. Louis Park, Minn.—I have been transferred here to the terminal eltr. of the Exchange Grain Co., from Glencoe, Minn., where I was stationed for the last ten years.—D. K. Whalen.

Lesueur Center, Minn.—W. F. Markham, formerly at Lansing, Minn., has opened the eltr. recently purchased by Truesdale & Ames and operated for some time by the James Quirk Mlg. Co.

Brown Valley, Minn.—The recently incorporated Farmers Mlg. & Eltr. Co., which will succeed the B. V. Mlg. Co. Jan. 1, is planning to build an eltr. and warehouse and make other improvements in the plant.

Waldorf, Minn.—Flames were discovered breaking thru the roof of the driveway and in the cupola of the eltr. of the Hunting Eltr. Co. about eight o'clock in the evening of Nov. 30, supposed to have started from the office stove. As there was no means of fighting the fire it destroyed the 15,000-bu. eltr., which contained about 7,000 bus. of wheat, and the adjoining coal sheds and stock yards.

Duluth, Minn.—Receipts of grain during November included 4,032,673 bus. of wheat, 72 of corn, 113,255 of oats, 1,235,871 of barley and 48,276 bus. of rye; compared with 10,816,591 bus. of wheat, no corn, 675,579 bus. of oats, 2,241,518 of barley and 134,234 bus. of rye received in Nov., 1909. Shipments included 4,746,840 bus. of wheat, 104,522 of oats, 1,889,045 of barley and 110,544 bus. of rye; against 14,409,299 bus. of wheat, 862,873 of oats, 2,580,091 of barley and 188,023 bus. of rye shipped in November last year.—Chas. F. Macdonald, sec'y Board of Trade.

MINNEAPOLIS LETTER.

Kelso & Co. are arranging to discontinue business.

Portraits of former presidents of the Chamber of Commerce will be hung in the directors' room.

Eltr. B, owned by the C. M. & St. P. R. R. Co., has been closed. It is a wooden house; capacity, 1,500,000 bus. A rumor is current that it may be dismantled.

After disappearing from Minneapolis five years ago and being regarded as dead, A. B. Frazer, Sr., once a wealthy grain dealer, was recently recognized in La Crosse, Wis., by a former acquaintance and acknowledged his identity. He was wandering on the streets in the guise of a tramp and his mind did not seem clear about his past. Prior to his disappearance he had lost his fortune in a wheat speculation.

Final arrangements are being made for the annual seed fair of the Minnesota Field Crop Breeders Ass'n, to be held in this city Jan. 10-11. Selections will be made for Minnesota's exhibits at the National Corn and Grain Exposition at Columbus, O., Jan. 30-Feb. 11. Premiums are offered amounting to \$500 for the best exhibits of corn, barley, rye, wheat, oats, clovers, alfalfas and grasses, with corn awards making the greater part of the list.

The directors of the Minneapolis Chamber of Commerce have approved of a measure to advance commission rates on the sale of cash grain, which they will put to a vote of the membership Dec. 12. The proposed change makes the commission for receiving and selling corn on arrival or to arrive, for account of non-members, $\frac{3}{4}$ c per bu., and for account of members, $\frac{1}{2}$ c; for selling oats to arrive, for account of members, $\frac{3}{4}$ c per bu., and on barley, $\frac{3}{4}$ c.

The International Stock Food Co., incorporated by M. W., E. B., and M. E. Savage; capital stock, \$5,000,000. M. W. Savage is pres. and holds the same office in the Dr. Belding Medicine Co. capitalized at \$2,000,000 and the M. W. Savage Factories Co., with \$4,500,000 capital stock.

Comparisons of receipts of grain during this and next month with those of the same months a year ago will not make a fair showing as the great railroad strike in the Northwest began Dec. 1, 1909, and lasted well into January, during which time receipts of grain were light in consequence.

Formation of a Twin City traffic ass'n is being considered to unite grain and other interests to work together for freight rate adjustment. The plan is approved by George M. Gillette, pres. of the Minneapolis Traffic Ass'n, who cites as an instance of the need of concerted action the fact that while all-rail rates from New York to Duluth are the same as to the Twin Cities the lake and rail rates here are higher than to Duluth, and contends that lake and rail differentials should be observed in fixing all-rail rates. Another arrangement he considers unfair to the Twin City market, that could be remedied if St. Paul and Minneapolis shippers would join in seeking relief, is that thruout their tributary territory rates are made on a basis of distance tariffs, while rates from Chicago, St. Louis and other competitive markets are so adjusted as to accord such cities an advantage with the purpose of insuring to certain carriers the long haul on all classes.

MISSOURI.

Victoria, Mo.—The Victoria Eltr. Co. has been incorporated, capitalized at \$8,000.

Sturgeon, Mo.—Roy C. Barnes, who was formerly agt., has bot the business of the Wm. Pollock Mill & Eltr. Co.

St. Joseph, Mo.—Grain men of St. Joseph, Atchison and Leavenworth held a conference here Nov. 30, at which resolutions were adopted protesting against the proposed grain rate changes. These three towns now enjoy the privilege of having grain shipped in, milled and re-shipped under the original rates. Unless the roads reconsider their decision, this arrangement will terminate Feb. 15, altho Kansas City and Omaha will continue to enjoy it.

KANSAS CITY LETTER.

E. O. Moffatt, pres. of the Moffatt Commission Co., has planned to start for a 2 months' trip to South America, leaving in January.

The Board of Trade has been made defendant in a suit for \$2,600 brot by Mrs. C. D. Babb, the divorced wife of a former member. Babb's membership was confiscated when he was expelled in May, 1909. Mrs. Babb claims that the membership was bot with her money.

Grain receipts at Kansas City for the month of November amount to 2,598,000 bus. of wheat, 800,400 of corn, 350,200 of oats, 7,700 of rye and 23,800 of barley; compared with 3,161,400 bus. of wheat, 910,800 of corn, 598,500 of oats, 19,800 bus. of rye and 33,000 bus. of barley in November, 1909. Shipments during the month included 2,929,200 bus. of wheat, 642,000 of corn, 311,100 of oats, 2,200 of rye and 33,600 of barley; compared with 2,246,200 bus. of wheat, 924,600 of corn, 492,000 of oats, 8,800 of rye and 15,400 of barley in November, 1909.—E. D. Bigelow, sec'y Board of Trade.

The United States Supreme Court has advanced on the docket for immediate hearing the two cases growing out of the laws passed by the Missouri legislature two years ago. One law provided that all deals in options shall be subject to a stamp charge of 25c for each trade. The other sought to stop the system of weighing by which the dealers deduct 100 lbs. for dirt and sweepings and compel the dealers to pay for full weights.

Members of the Board of Trade, on Nov. 28, decided by a vote of 94 to 66 to authorize its officers to make arrangements for quarters in the new building to be erected at 12th St. and Baltimore Ave. by A. C. Blicke, the Los Angeles capitalist. The contest was livened by the offer of the old company to suspend the rental on the trading hall, the directors' room and the secretary's office. This was counterbalanced by the offer of a free trading hall, on the top floor of the new building. One difficulty lies in the fact that the lease on the old building ends July 1, 1911, while the new structure can not be completed until well into the summer of 1911. A certain number of grain firms must also sign leases for space in the new building before the question will be definitely settled. The proposed building is to have a frontage of 158 feet on 12th St. and 135 feet on Baltimore Ave. It is to be 18 stories on Baltimore Ave. and 17 stories on 12th St. The "pit" would occupy the middle of the 16th and 17th stories. It would be 46 feet wide, 150 feet long and have a 22-ft. ceiling. Grain dealers would fill up several floors of the building with the balance occupied by millers, railroads and firms of a like nature.

ST. LOUIS LETTER.

The Exchange eltr., which was formerly operated by Manning W. Cochrane, has been leased by Harsh Bros. & Co.

William Koechig, a prominent St. Louis feed and grain man, has been indorsed by the St. Louis Wholesale & Retail Feed Dealers Ass'n for nomination as a member of the board of directors of the Merchants Exchange.

Those who applied for membership in the Merchants Exchange during November were H. A. Wiese, Cedar Rapids, Ia.; M. D. King, Pittsfield, Ill., and Logan M. Baxter, John J. Martin and M. H. Parrott of St. Louis. The memberships of K. K. Liquin, Walter P. Hammond and Chas. G. Weiler were transferred.

John Dower, supervisor of the department of weights of the St. Louis Merchants Exchange, reports that during the month of October there were found at the different eltrs. and track scales 469 cars with leaking grain doors, 48 leaking over the grain doors, 1,747 with leaking boxes, 72 leaking at the end windows, 49 with end windows open, 773 cars not sealed and 92 with the end windows not sealed.

During November grain receipts at St. Louis amounted to 1,603,300 bus. and 21,231 sacks of wheat, 931,200 bus. and 6,132 sacks of corn, 1,853,000 bus. of oats, 31,900 bus. and 60 sacks of rye and 483,000 bus. of barley; compared with 1,743,000 bus. and 13,622 sacks of wheat, 1,393,700 bus. and 624 sacks of corn, 1,312,000 bus. of oats, 29,000 bus. and 40 sacks of rye and 328,900 bus. of barley received in November, 1909. Shipments during the month amounted to 1,318,590 bus. and 6,260 sacks of wheat, 479,750 bus. and 12,190 sacks of corn, 1,155,510 bus. and 22,950 sacks of oats, 47,850 bus. of rye and 10,010 bus. of barley; compared with 1,701,800 bus. and 9,660 sacks of wheat,

655,820 bus. and 18,560 sacks of corn, 1,075,160 bus. and 31,140 sacks of oats, 25,800 bus. of rye and 7,290 bus. of barley shipped in November, 1909.—Geo. H. Morgan, sec'y Merchants Exchange.

R. W. Boisselier, a member of the Merchants Exchange, has written an open letter in which he makes the charge that reform in the management of Exchange affairs is needed and that the Exchange is conducted too extravagantly. Mr. Boisselier refers particularly to the departments of publicity and weighing, the latter of which, he asserts, should be self supporting. The salaries of the working force of the Exchange is also pointed out as one of the extravagances of the Exchange. The members who are in favor of the weighing and publicity bureaus will make a determined effort at the election in January to see that they do not suffer from such an action. Nat L. Moffit will probably be chosen for the presidency with no opposition as he has filled almost all of the Exchange offices and has served this year as first vice-pres. Christian Bernet will succeed to the first vice-presidency and John L. Messmore to the second vice-presidency. Five directors will be elected to fill the seats of Edward Devoy, Robert W. Pommer, J. L. Messmore, W. A. Miller and Henry C. Schultz. Manning W. Cochrane, the retiring pres. will be elected one of the directors. Fred Seele and William Woechig are also named as candidates. With Moffit, Messmore and Cochrane and Chas. F. Beardley and Wm. T. Hill as directors, the grain men will need only two more to have a majority.

MONTANA.

Culbertson, Mont.—W. I. Saxton has closed his eltr. here and has taken charge of his house at Mondak.

Manhattan, Mont.—The Treasure State Mlg. Co., in which we hold a controlling interest, has just completed its flour mill here.—Benepe-Berglund Grain Co.

Glenarry, Mont.—The Farmers Eltr. Co. of Moore is considering organizing a branch here and purchasing the eltr. of the Western Lumber & Grain Co.

NEBRASKA.

Johnston, Neb.—The Johnston Lumber Co. has succeeded Krotter & Hall.

Farwell, Neb.—E. G. Taylor has installed a Sonander Automatic Scale in his eltr. here.

Agnew, Neb.—I have succeeded Mr. R. R. DeLair as agt. for the Nebraska Eltr. Co.—D. A. Hagelin.

Waverly, Neb.—F. A. Roehl has bot the eltr. of the Lincoln Grain Co. here, taking possession Dec. 5.—E. G. Scoville.

Arcadia, Neb.—The W. T. Barstow Gr. Co. will remodel its eltr. and install a 1,000-bu. Sonander Automatic Scale.

Farwell, Neb.—The W. T. Barstow Gr. Co. will remodel its eltr. and will install a 1,000-bu. Sonander Automatic Scale.

Danbury, Neb.—The eltr. of the Duff Grain Co. has been closed for the season.—O. C. Thomas, mgr. Beaver Valley Grain Co.

Osmond, Neb.—E. D. Faris, formerly mgr. of the McCaull-Webster Eltr. Co. here, has succeeded W. W. Trospen as mgr. of the Anchor Grain Co.—Louis E. Mann.

Woodcliff, Fremont p. o., Neb.—I have moved here where I will have charge of the McCaull-Webster Eltr. Co.—E. H. Merriman, formerly mgr. McCaull-Webster Eltr. Co. at Elk Point, S. D.

Hadar, Neb.—We are installing a Clipper Cleaner and blower.—Thos. Harrison, mgr. Farmers Grain & L. S. Co.

Lexington, Neb.—The Lexington Mill & Eltr. Co. has erected a large steel tank holding 18,000 bus. of wheat.—Platte Grain Co.

Lincoln, Neb.—Milo D. Eames, of the Hayes-Eames Co., formerly at this place and recently at Buffalo, N. Y., will remove to Pasadena, Cal.

Sutton, Neb.—John Rath, Jr., is building an eltr. on his farm near here. The machinery, which includes a Witte Gasoline Engine, was supplied by the York Foundry & Engine Works.

McCook, Neb.—Our new terminal eltr. will be ready to run by Dec. 15. This eltr. is an up-to-date house and will be equipped with the latest machinery.—S. S. Garvey, agt. Updike Grain Co.

Beaver City, Neb.—I think a managers ass'n would be all right, as we could all learn each other's methods and more about where to sell to the best advantage.—S. J. Price, mgr. Farmers Business Ass'n.

Foley, Neb.—The eltr. of the Foley Grain Co. has been completed. E. H. Cramer had the contract. The machinery which included a Witte engine, was furnished by the York Foundry & Engine Works.

Beatrice, Neb.—Wm. N. Spellman, accused by Goffe & Carkener of Kansas City of falsifying a B/L nearly a year ago, has been stricken with a disease from which physicians say he cannot recover. He will not be prosecuted.

Creighton, Neb.—The Nye Schneider Fowler Co. has selected a site for an eltr. here. I am building a 20,000-bu. eltr. here and have given the contract to Forrest & Co. The machinery will be furnished by the American Supply Co. If the Nye Schneider Fowler Co. builds there will be 4 eltrs. and 2 mills close to Creighton.—Louis E. Mann.

OMAHA LETTER.

The name of the M. T. Shepherdson Company has been changed to the Shepherdson Grain Co.

The memberships of F. P. Kirkendall and J. A. Bushfield have been transferred to J. F. Grosshans and W. P. Metzger respectively.—F. P. Manchester, sec'y Grain Exchange.

The Exchange donated a handsome silver cup at Council Bluffs recently for the best sample of oats grown in the Missouri valley. The occasion was that of the National Fruit and Corn Show.

The recent election of officers of the Grain Exchange resulted in the selection of N. B. Updike as pres., E. P. Peck and M. C. Peters, vice-presidents, Sherman Saunders, treas. and F. P. Manchester, sec'y. F. S. Cowgill, the retiring pres., was not a candidate for re-election. Mr. Cowgill is fast recovering from the broken leg which he suffered recently as the result of his horse falling on him.

Omaha received during November 855,600 bus. of wheat, 445,200 of corn, 710,600 of oats, 28,600 of rye and 106,400 of barley; compared with 741,600 bus. of wheat, 355,300 of corn, 970,400 of oats, 43,000 of rye and 101,000 of barley received in November, 1909. Shipments during the month amounted to 490,000 bus. of wheat, 503,000 of corn, 661,500 of oats, 23,000 of rye, and 32,000 of barley; compared with 538,000 of wheat, 722,000 of corn, 882,000 of oats, 26,000 of rye and 53,000 of barley.—F. P. Manchester, sec'y Grain Exchange.

NEW ENGLAND.

Charlotte, Vt.—Lewis N. Kellogg has equipped his plant with a 39-ft. Constant Manlift.

Boston, Mass.—The warehouse of William T. McLaughlin, containing a large amount of grain and hay, burned Nov. 16 with a loss of \$6,000.

Boston, Mass.—Chas. O. Breed, a member of the Boston Chamber of Commerce and formerly prominent in the grain trade, died at Lynn, Mass., recently at the age of 59 years.

NEW JERSEY.

Paterson, N. J.—I intend to erect a fireproof eltr. with a capacity of 5,000 bus. and equipped with electrically driven machinery.—George Kesse.

NEW YORK.

Buffalo, N. Y.—The eltr. of the Buffalo Cereal Co. was put in operation Nov. 25.

New York, N. Y.—Memberships in the Produce Exchange are now held at \$450.

Newark, N. Y.—C. Rupert & Sons, incorporated, capital stock, \$25,000; incorporators: G. C. Rupert, Pelham; H. L. Rupert, New York City.

Buffalo, N. Y.—Our new plant will be located here on the Erie. The eltr. will be of brick with steel tank storage and will have a capacity of 200,000 bus. The drying capacity will be 5,000 bus. daily and the milling capacity will be 15,000 bus. daily. The mill building is of brick, while the new storehouse which is 60x400 ft., is of concrete. The estimated cost is \$75,000.—The Globe Eltr. Co.

New York, N. Y.—A local bonding company recently forfeited \$15,000 representing the bail of J. F. Ehrigott, formerly a bean dealer in the wholesale district of the city. Ehrigott was indicted in 1902 for smuggling 30 barrels of beans into the United States from Canada in order to evade a duty of \$92.80. Ehrigott deposited \$15,000 in cash with the bonding company, left the country and has not been heard from since.

NORTH DAKOTA.

Hebron, N. D.—The Powers Eltr. Co. will erect a 50,000-bu. reinforced concrete eltr. at this point.

Washburn, N. D.—The county commissioners of Sheridan county have issued \$50,000 worth of seed wheat bonds.

Devils Lake, N. D.—The Farmers Grain Co. and the Farmers Grain & Shipping Co. will move into new quarters in the Journal Bldg.

DeLamere, N. D.—The Crown Eltr. Co. will not rebuild its burned eltr. this fall. If the crops next year are good an eltr. may be built.—Elof Anderson.

Scranton, N. D.—The Farmers Eltr. Co. has been organized here and will erect an eltr. Geo. E. Piper, P. Fitzgerald, O. Caron, W. A. Shaw and John Westphal are directors.

Monango, N. D.—A ten year old girl, while playing near a shaft in the eltr. of the Caldwell Eltr. Co., caught her clothing in one of the knuckles of the tumbling rod and was whirled around and round, striking the ground with each revolution. Her mother first discovered her but was unable to free her. The machinery was at last stopped and it was found that the child had both legs broken above the knee and had one arm wrenched from its socket with a compound fracture of the shoulder.

OHIO.

Kenton, O.—Jos. Timmons has moved to Paris, Tex.

Hayesville, O.—We have installed a Sidney Corn Sheller in our eltr.—C. M. Rife.

Plain City, O.—B. E. Thomas & Co. are the successors of C. C. Tagert.—R. B. Gordin.

Milledgeville, O.—We installed an Avery Auto Scale in our eltr.—H. W. Gidding, of Gidding Bros.

Circleville, O.—We have installed 4 Beall Aspirators in our eltr.—H. S. Heffner, sec'y-treas. Heffner Mfg. Co.

Kingston, O.—We have installed a new Avery Automatic Scale in our eltr. at Kinnikinnick.—Jones & Margraff.

New Lexington, O.—We have remodeled our mill and installed an Invincible Receiving Separator.—H. A. Lowe.

Westville, Magrew p. o., O.—W. H. Gordin has succeeded to the business of Geo. Leggate & Co.—R. B. Gordin.

Washington, C. H., O.—The Fayette Grain Co. has installed a Eureka Cleaner and a Drier.—J. M. McDonald, mgr.

Franklin, O.—We have installed a Miami Gas Engine in our eltr.—L. G. Anderson's Sons, per W. G. Anderson, mgr.

Jeromeville, O.—The Jeromeville Grain Co., which now owns the eltrs. of J. H. Fletcher, has bot the coal business of J. Clippinger.

Williamsport, O.—We have remodeled and built an addition to our eltr. here, and increased the dump capacity.—Heffner Grain Co.

Middletown, O.—We have installed a Barnard & Leas 6-Roll Mill in our eltr. and will install a blender and packer.—Sebold Grain Co.

Cleveland, O.—Howard W. Davis, formerly in the paper sack business, has engaged in the grain, feed and flour commission business.

Zanesville, O.—The Zanesville Grain & Supply Co. is building a warehouse of 10,000 bus. capacity. The building is 200 ft. x 22 ft. and absolutely fireproof.

Hicksville, O.—We have installed a No. 5 Monitor Separator and a No. 3 Smith Corn Sheller, together with other improvements.—Reed-Bear Grain Co.

McClure, O.—The Mollett Grain Co. is equipping its eltr. with a Water Tight Eltr. Boot made by the B. S. Constant Co. C. A. Drake has the contract.

Toledo, O.—Patrick Lahaney, employed with the East Side Iron Eltr. Co., had the misfortune to catch his foot in a rope attached to a pulley resulting in the loss of his right leg.

Toledo, O.—The east side of the concrete eltr. of W. H. Haskell & Co. has been finished and has already unloaded 475,000 bus. flaxseed. The eltr. will be entirely completed by Dec. 15. The MacDonald Engineering Co. has the contract.

Lima, O.—The millers and elevator operators of Northwestern Ohio held a conference at the Lima House Dec. 9 to consider the scoopshovel evil, the national corn show, how ear corn should be handled, co-operation and reports from local ass'ns.

Akron, O.—Peterson & Wright are just completing their new warehouse in addition to which there are 8 new steel grain tanks of 5,000 bus. each. The floors and roof are of reinforced concrete. Motors made by the General Electric Co. have been installed.

Cleveland, O.—The Leisy Brewing Co. is building two concrete grain tanks to be 35 ft. wide and 75 ft. high. The bins will have a capacity of 70,000 bus. each and will cost \$8,000.

Jamestown, O.—John Jenks & Son, who are regular dealers elsewhere, are scoopshoveling at this place. The only regular dealers at Jamestown are George & Ervin Bros., who have two eltrs.

Jamestown, O.—We have remodeled our eltr. and installed a Monitor Combined Cleaner and also new conveying machinery purchased from the Philip Smith Mfg. Co.—R. G. George, George & Ervin Bros.

Bells Siding, Circleville, p. o., O.—Chas. E. Groce, of Circleville, has leased the eltr. of L. A. Bell for a term of 5 years. Mr. Groce also owns and operates eltrs. at Ashville on the N. & W. and at New Holland on the Pan Handle.

Celina, O.—Over 4,000 tons of hay were shipped from here Dec. 5 consigned to Southern markets. The hay filled 37 cars and yet represented only a few days' receipts as the receipts of hay are heavy. Grain receipts, however, are very light.—Model Mfg. Co.

Columbus, O.—The Ohio Corn Improvement Ass'n has distributed a many-colored poster announcing the 4th Annual Corn Exposition, to be held in this city, Jan. 30 to Feb. 11. The poster depicts an Indian maiden standing near a field of maize and gazing out across the broad expanse of the Ohio.

CINCINNATI LETTER.

The Gale Bros. Co. has distributed an "Arthur" calendar for December, with the season's greetings.

Julius Jacobs, a local feed merchant, has been admitted to membership in the Chamber of Commerce.

The Standard Hay & Grain Co. is remodeling its warehouse and have installed a hopper scale, and new transmission machinery.

W. W. Granger, mgr. of the Union Grain & Hay Co., who has been ill for some time, took a turn for the worse and died Dec. 9.

A. E. Deming, of Cleveland, has bot the plant of the Interstate Grain Co. for \$22,000. The property is located on the C. H. & D. and includes 9 acres of ground. Ralph Gray, formerly mgr. of the hay department of the company, will manage the new company.

The directors of the Chamber of Commerce on Dec. 5 adopted a resolution providing for the reorganization of the official weighing bureau on a basis independent of the warehouses. It is thought the fee for weighing will be increased to cover the greater cost of weighing by others than employees of the warehouses; but many receivers believe that unquestioned weights will be worth the additional expense.

During November Cincinnati received 516,279 bus. of wheat, 498,775 of corn, 474,450 of oats, 83,000 of barley and 43,154 of rye; compared with 284,846 bus. of wheat, 643,010 of corn, 552,602 of oats, 123,050 of barley and 68,863 of rye in November of last year. Shipments during the month amounted to 414,566 bus. of wheat, 444,458 of corn, 349,628 of oats, 2,122 of barley and 16,638 of rye; compared with 275,152 bus. of wheat, 262,796 of corn, 441,076 of oats, 550 of barley and 44,348 of rye in November, 1909.—C. B. Murray, sup't Chamber of Commerce.

A car of oats regularly weighed and inspected was sold by the Sam Weidler Milling Co. to the Early & Daniel Co. When unloaded at the eltr. of the Early & Daniel Co. considerable dirt was found in the bottom of the car, so that the dirt was sifted out and the oats weighed separately, giving a weight of 16 bus. less than the original weight of the country shipper. The Weidler Co. made complaint that the car was improperly weighed by the Early & Daniel Co., but the appeals committee of the Chamber of Commerce decided Nov. 28 in favor of Early & Daniel. The appeals committee received the case as an appeal from the arbitration committee which had received it from the committee on grain inspection. The certificate of weight showed three drafts, for oats, dirty oats, and dirt and on account of having been cleaned in weighing the weighing inspection committee decided that the certificate was void. The appeals committee decided that the weighing committee had no power to invalidate a certificate, but could only direct the chief weigher to make out the certificate properly. It was decided that the weighing committee erred in not giving the other party to the controversy a hearing.

OKLAHOMA.

Geary, Okla.—The eltr. of the El Reno Mill & Eltr. Co. burned recently with a loss of \$6,000; grain, \$1,800.

Alex, Okla.—The corn eltr. and shell-plant of Keel & Son burned recently and 4,000 bus. of corn destroyed.

Oklahoma City, Okla.—The Capital Grain & Eltr. Co. has sold its retail business and will confine its dealings hereafter to the wholesale trade.

Paoli, Okla.—The Paoli Grain & Eltr. Co., incorporated, capital stock, \$5,000; incorporators: E. A. Nutt and J. L. Case of Wynnewood and J. A. Camp and G. F. Riley of Paoli.

Verden, Okla.—The Verden Alfalfa Milling Co., incorporated, capital stock, \$15,000; directors: J. N. Jones, Chas. Tippin, J. M. Phillips, H. J. Gaskill and B. F. Wilson.

Caddo, Okla.—The newly organized Katy Mill & Eltr. Co. is erecting a 15,000-bu. eltr., two 20-ft. storage tanks, a 30x80-ft. warehouse and corn cribs. The P. H. Pelkey Const. Co. is doing the work.

Oklahoma City, Okla.—The final hearing of the long-fought Oklahoma rate case has been set for Dec. 12, in the Court of Appeals at St. Louis. The outcome of this case is looked to with interest as all of the rates and orders of the Corporation Commission are involved.

Kremlin, Okla.—The alfalfa meal mill of Martin & Weisthner was destroyed early in the morning of Dec. 1 with a loss of \$25,000. The fire is believed to have started in the machinery on the second floor, spreading to a large hay shed in the rear of the mill and to the residence of Mr. Martin, which was badly burned. The loss is well covered with insurance.

OREGON.

Portland, Ore.—The Acme Mills Co. recently suffered a fire which caused a loss of \$25,000.

PENNSYLVANIA.

State College, Pa.—The Pennsylvania Seed Improvement Ass'n announces a show of corn and other grain to be held here Dec. 19-24. Competition for prizes

will be open to all residents of the state. It is expected that the improvement of all grain crops will result.

PHILADELPHIA LETTER.

While corn is reported to be plentiful and in good condition not a single cargo has left this port during the past month for the export trade.

The Commercial Exchange has asked the railroads for better warehouse facilities, claiming that loaded cars of wheat have been sidetracked and stood without attention for many days.

The very latest new members taken into the Commercial Exchange are Lit Bros., Fred H. Wallace, now associated with Richardson Bros., and The Standard Hay & Feed Co. of Sonderton, Pa., Lewis C. Moyer, pres.

The grain men have been active in a movement looking toward a thorough dredging of the Delaware river in and about the Port Richmond eltrs. to be ready to receive the big modern steamships of the Hamburg Bremen line and Mayor Reyburn has ordered work to be pushed immediately in the vicinity of the piers.

Grain receipts at this terminal for November were wheat, 1,164,661 bus., corn, 151,308 bus. and oats, 640,294 bus. Exports were as follows: Wheat, 880,453 bus.; flour, 109,986 barrels. Receipts of grain here for the past six months foot up, wheat, 8,505,951 bus., with an increase of 26,610 bus. over the same period of the previous year; corn, 1,612,147 bus., against 3,814,741 bus. in 1909, a falling off of 2,202,597 bus.; oats received for the same time were 5,268,640 bus., with 4,451,708 bus. in 1909, an increase of 816,932 bus. Wheat exports were 6,616,000 bus.; against 7,207,000 bus., and corn exports 356,000 bus., against 3,179,000 bus.

SOUTH DAKOTA.

Kaylor, S. D.—F. F. Mayer has engaged in the grain business here.

Madison, S. D.—C. R. Horswill has bot the eltr. of the Ostroot Eltr. Co.

Tabor, S. D.—Chet Torrence has bot the eltr. of the McCaull-Webster Eltr. Co.

Tabor, S. D.—We opened our new eltr. for business Nov. 20.—Glynn Bros., Eltr. Co.

Clear Lake, S. D.—Farmers of this vicinity are organizing a Farmers Eltr. Co.

Presho, S. D.—The Reetz Eltr. Co. will remodel its eltr. here during the coming season.

Starr, Parkston p. o., S. D.—The King Eltr. Co., of Sioux City, Ia., is building an eltr. here.

Tripp, S. D.—The So. Dak. Grain Co. has sold its eltr. to J. C. Raugust of Parkston.—F.

Altamont, S. D.—Farmers here have organized a Farmers Eltr. Co. with a capital stock of \$10,000.

Monroe, S. D.—Geo. Schlecht, a scoop shovel buyer, is buying corn at this station and shipping north.

Gayville, S. D.—The eltr. of the Farmers Union Co. burned early on the morning of Nov. 17, with a loss of \$15,000.

Elk Point, S. D.—E. H. Merriman, formerly mgr. of the McCaull-Webster Eltr. Co. here, has moved to Woodcliff, p. o. Fremont, Neb.

Stickney, S. D.—The newly organized Farmers Eltr. Co. has bot the eltr. of O. J. Auken, paying \$4,050. The capacity of the house is 16,000 bus.

Agar, Gettysburg p. o., S. D.—The 25,000-bu. eltr. of DeWald & Walters will be finished by Jan. 1. It will be equipped with automatic scales and manlift.

Clark, S. D.—Salvage amounting to 12 cars was shipped from the ruins of the Clark County Farmers Eltr. Co. Some of the salvage was in prime condition.

Flandreau, S. D.—The U. S. District Court gave a hearing here Dec. 5 on the petition of Nellie Mead, guardian, for the discharge from bankruptcy of Frank J. Mead.

Armour, S. D.—Wait & Dana have dismantled one of their eltrs. and will move it to Starr, the new town located between Parkston and Ethan on the Milwaukee.

Mission Hill, S. D.—Chas. H. Kerr, formerly mgr. for the Farmers Eltr. Co. here, was recently bound over to the circuit court at Yankton, on the charge of embezzling \$1,000.

Pierre, S. D.—A formal protest has been filed with the state railroad commission by the Farmers Co-operative Eltr. Ass'n of the state in regard to the grain rates now in effect.

Garretson, S. D.—E. F. Baker, agt. of E. A. Brown, has resigned and is now cashier of the First National Bank. John Simonson, mgr. of the Farmers Eltr. Co. at Corson, S. D., is his successor.—F.

Sioux Falls, S. D.—J. J. Fitzgerald, who represents the Grain Dealers Mutual Fire Ins. Co. here, returned from a business trip recently to find that Santa Claus had called ahead of time and left a 9½-lb. girl.

Onida, S. D.—The eltr. of DeWald & Walters will be completed by Jan. 1. It will have a capacity of 25,000 bus. and will be equipped with automatic scales and manlift. C. V. Forrest has the contract.

Emery, S. D.—John E. Carlon has been adjudged bankrupt in the district court. A meeting of his creditors will be held Dec. 19 in the office of Henry A. Muller, referee in bankruptcy, Gilbert bldg., Sioux Falls, S. D.

Hoven, S. D.—Because of the very light crop the Pacific Eltr. Co. has closed for the season. Walter Deapholder, the agt., has left for New Ulm, Minn. The Hawkeye Eltr. Co. eltr. has been closed since June 1, 1910.—E. Nelson.

Pierre, S. D.—The state railway commission has set Huron, Dec. 15, as the place of hearing the complaint of the Farmers Co-op. Eltr. Ass'n regarding grain rates now in effect. Hearings on complaints of general freight rates west of the Missouri River will be held at Lemmon, Dec. 20, Aberdeen, Dec. 21 and Rapid City, Dec. 22.

SOUTHEAST.

Jackson, Miss.—The Hebron-Croxtan Co., of Jackson, incorporated, capital stock, \$25,000; incorporators: John L. Hebron, J. H. Croxtan and C. D. Potter.

TENNESSEE.

Chattanooga, Tenn.—C. R. Baird & Co., dealers in grain and hay, are erecting a new building. Work will be completed by early spring.

Nashville, Tenn.—J. B. McLemore has been elected sec'y of the Southeastern Millers Ass'n to succeed W. E. Castle, who recently resigned.

MEMPHIS LETTER.

Trading is small and no special or unusual features have been presented during the past two weeks. Sentiment locally is that prices will go lower still a little later. This applies especially to corn. On oats there is a division of opinion and some well posted people think the bottom has been reached.

The newest firm to join the ranks of the grain traders of this city is Crump Bros. & Cook. Crump Bros. have done a retail business near here for a number of years and A. J. Cook was formerly connected with E. C. Buchanan & Co. Mr. Cook has been elected a member of the Exchange and will represent his firm on the trading floor.

The date of the annual election of the Memphis Hay & Grain Ass'n is Dec. 23 and already there is some interest in who will be chosen. S. M. Bray, who has served as pres. for the past two years, says he will not accept the third term, altho he was chosen unanimously a year ago. There will be no opposition to C. B. Stafford, traffic commissioner, who is regarded as one of the best and most competent men for that capacity in the country. It is planned to have a banquet or smoker on the night of the election, though details therefore have not yet been worked out.

In a short while a general meeting of the Merchants' exchange will be held to hear the report of the committee on rules and regulations for hay and grain operations. No radical change will be recommended, tho several of the present rules are likely to be revised and altered a little. The purpose of the committee and of the whole hay and grain trade here is to make the rules conform as nearly as possible to those of the National Grain Ass'n. It is said by those in position to know that the only likelihood of a fight before the exchange is over the rule applying to track inspection, which matter has been precipitated by some recent arbitrations. Already the Memphis Hay & Grain association has adopted a rule for members to brand on packages the weight and quantity contained, which is in conformity with the laws of most states and in use in most of the country. The sense of opinion here is that everything will be done to raise the standard of business methods here, meeting the demands of shippers, handlers and buyers. All changes in the rules will be with this end in view.—M.

TEXAS.

Menard, Tex.—E. B. Hollinger has bot the grain business of W. W. Lewis.

Floydada, Tex.—We have discontinued our house here.—Early Grain & Eltr. Co., Amarillo, Tex.

Mart, Tex.—The eltr. of C. D. Whiteley burned here Nov. 26. The 300 bus. of corn in the building was uninsured.

Galveston, Tex.—No corn or wheat was shipped from this port during the three months prior to Dec. 1, against 1,320,081 bus. of wheat and 351,429 bus. of corn shipped during the same period of last year.—C. McD. Robinson, chief inspector Galveston Board of Trade.

Fort Worth, Tex.—The Fort Worth Grain & Eltr. Co. has been given judgment for \$3,000 damages against the Star Mill & Eltr. Co. for failure to deliver 40,000 bus. wheat on contract. Defendant alleged that fulfillment of the contract would be a violation of the anti-trust law, as certain named dealers were debarred from participation.

Ft. Worth, Tex.—An order was entered Nov. 29 by Judge Sheppard in the Federal court dismissing the involuntary bankruptcy action instituted against the Medlin Mills last summer. Notes amounting to \$411,250 have been settled out of court. The plant will be operated hereafter under the name of the Bewley Mills.

Van Alstyne, Tex.—The corn shelling plant of the Grayson Mill & Grain Co., with cribs of about 7,000 bus. capacity was destroyed Nov. 17 at 5:30 a. m. The shuck baler was also destroyed. The loss amounts to about \$5,000, partially covered by insurance. The fire is thot to be of incendiary origin. The plant will be immediately rebuilt and will be ready for operation by Dec. 10.

Ft. Worth, Tex.—The state has practically no pasturage and this will result in a heavy use of the Texas corn crop, so that it is a certainty that our state will have to import a lot of northern corn for winter and spring use. Taking the state as a whole, the agricultural products this year are of greater value than ever raised in one year before. The misfortune is that the distribution is not as it should be. Parts of the west and southwest counties raised practically nothing. In central, east and north Texas conditions have generally been favorable and bounteous crops have blessed the farmers in those sections.—G. J. Gibbs, sec'y Texas Grain Dealers Ass'n.

UTAH.

Trenton, Utah.—We have installed Sonander Automatic Scales in our steel eltrs. here and at Malad City, Ida.—David Robbins, gen'l mgr. Farmers Grain & Mlg. Co.

WASHINGTON.

Seattle, Wash.—The office of the state grain inspector has been moved to the Grand Trunk dock.

Aberdeen, Wash.—I. P. Callison has paid \$10,000 for 500 ft. of water front in South Aberdeen, on which site he will build an eltr.

Pullman, Wash.—J. S. Klengard, a local banker, disposed of 9,000 bus. of off grade wheat here recently by advertising for sealed bids. Seven firms made him an offer.

La Crosse, Wash.—Deputy county treasurer Ira Camp has resigned that position and will have charge of the four warehouses operated in this section by Kerr, Gifford & Co.

Espanola, Wash.—The warehouse of the Seattle Grain Co. here has been finished and will take the place of the houses burned a few months ago. The house is 50x120 ft.

Spokane, Wash.—On Dec. 1 a new tariff went into effect on grain, flour and mill feed from Spokane and other points on the Oregon Railway & Navigation lines and the Camas Prairie road to all points in Montana, Wyoming, Oregon and Utah via Huntington, Ore. This means a reduction of from 1c to 5c per 100 lbs. and will be of great benefit to shippers of the Palouse country.

WISCONSIN.

Stanley, Wis.—The Stanley Produce Co. is the successor to E. F. Burns & Co.

Rhineland, Wis.—D. Goldberg & Co. will erect a flour, feed and grain warehouse 20x100 ft. located on the C. & N. W.

Colfax, Wis.—I have remodeled my entire eltr. and built an addition 14x30 ft., costing \$500.—J. A. Freestone.

Superior, Wis.—The railroad and warehouse commissioners believing that velvet chaff has been unduly discriminated against have made tests of its milling value and hereafter will grade velvet chaff the same as fife and bluestem varieties but will not put it on a higher grade than No. 1 northern.

MILWAUKEE LETTER.

The Hansen Malting Co. has increased its capital stock from \$26,000 to \$400,000.

As an earnest of its appreciation of the privilege of constructing some grain bins under the sidewalk of Commerce street, the Milwaukee Grain & Feed Co. has donated a check for \$200 toward municipal playgrounds.

A committee of several members of the Chamber of Commerce held a meeting recently for the purpose of deciding the feasibility of erecting a large terminal eltr. here. Such an eltr. has been badly needed for some time but very little progress has been made so far.

Those admitted to the Chamber of Commerce during the month of November are Roy I. Campbell, William Currie, J. H. McMillan and Frank Harlow. Memberships transferred were those of E. E. Sidnam, T. C. Coughlin, deceased, Adam Currie and John R. Drake.—H. A. Plumb, sec'y Chamber of Commerce.

The supervisors of grain inspection and weighing have decided that in inspecting corn which contains not more than ¼ of 1% in excess of the amount of moisture permitted in No. 3 corn of the various colors under the present rule, and which is otherwise qualified as to the amount of dirt and foreign matter contained therein to grade No. 3, the No. 3 grade may be placed upon such corn to cover discrepancies which arise in the testing.—H. A. Plumb, sec'y Chamber of Commerce.

Milwaukee received during the month of November 1,731,330 bus. of wheat, 315,240 of corn, 923,600 of oats, 1,786,100 of barley and 112,800 bus. of rye; against 1,073,100 bus. of wheat, 180,400 of corn, 1,140,000 of oats, 1,938,000 of barley and 116,000 bus. of rye in November, 1909. Shipments during the month amounted to 1,767,742 bus. of wheat, 199,536 of corn, 1,097,197 of oats, 680,055 of barley and 46,806 of rye, against 400,639 bus. of wheat, 325,654 of corn, 896,275 of oats, 1,037,460 of barley and 82,297 of rye in November of 1909.—H. A. Plumb, sec'y Chamber of Commerce.

A Minneapolis man has invented a flax puller which he claims works so successfully that it will revolutionize flax making. It is said that the invention, if successful, will be of greatest importance from a scientific standpoint, as agricultural experts have shown that the roots of the flax that remain in the soil poison the ground, create flax wilt and cause soil exhaustion. If flax were pulled instead of cut, this evil would be eliminated.

We had a letter from a man in South Carolina recently and he said that he would not need any oats this year and probably no corn all of next year. The South has raised the biggest crops ever—so we will have to open an export outlet. With cotton at 14c, however, they will naturally raise more of that again, that's their crop. The high price on oats and corn caused them to raise those crops and they have shown us that they can do it.—Kennedy Grain Co.

Grain Carriers

Nearly 30 grain laden steamers are anchored inside the Buffalo breakwater.

Cars are scarce on the Estherville, Ia., and Watertown division of the Rock Island and eltrs. are filling up.

A protest against the new rule on natural shrinkage has been filed by the Kansas City Transportation bureau.

Grain Dealers Journal: Why are the rates on coarse grains from Minneapolis to Chicago 3 cents higher than the rates on wheat?—Minneapolis.

After the regular close of navigation several boats cleared from Fort William the highest rate being 3c on wheat with winter storage at Buffalo.

The National Rivers and Harbors Congress met Dec. 7, 8 and 9 at Washington, D. C. The Women's National Rivers and Harbors Congress was held Dec. 5 and 6.

Altho marine insurance on the Great Lakes expired Nov. 30, protection until Dec. 5 for vessels and cargoes was obtainable by payment of 1 per cent premium.

Investigation of the Pennsylvania Railroad Co.'s methods of dealing with the Keystone Elevator Co., at Philadelphia, Pa., has been postponed by the Interstate Commerce Commission.

The most valuable grain shipment ever transported on the Great Lakes was taken out of Fort William, Ont., Nov. 23 by the steamer Ireland, which cleared with a cargo of 241,000 bus. of flaxseed valued at \$583,000.

The complaint against the transit rules of the Santa Fe and other roads has been dismissed on application of the Chicago Board of Trade to the Interstate Commerce Commission, the roads having withdrawn the rules objected to.

The steamer Dunelm with grain and flour from Port Arthur grounded on Bakers Point, Lake Superior, Dec. 7. The steamer John Sharpless with 70,000 bus. of corn from Ogdensburg grounded Dec. 8 on Galloup Island, Lake Ontario.

As the Canadian government is about to improve the Welland Canal it is suggested that instead of deepening and widening this waterway a new route be taken from a point farther west on Lake Erie to reach Lake Ontario at Hamilton.

The Cumberland River Navigation Co. and the Ryman Steamboat Co. have agreed on a division of the river, the former taking all traffic below Nashville to the Ohio River and the latter all business above Nashville to the head of navigation.

The convention of the Lakes to the Gulf Deep Waterway Ass'n at St. Louis recently was well attended by enthusiastic boomers. The proceedings were enlivened by a factional fight between Illinois politicians for control of the committees on resolutions and nominations. The next convention will be held at Chicago.

Regulation of the issuance of stocks and bonds by railroad companies was urged in resolutions adopted recently by the Trans-Mississippi Commercial Congress at San Antonio, Tex. Governor Stubbs of Kansas, who was one of the speakers, advocated prison sentences for railroad officials who violate the anti-trust law.

Reconsignment charges on hay at East St. Louis, Ill., were declared unreasonable by the Interstate Commerce Commission Nov. 28. The Commission held that the charge should not exceed 1½ cents per 100 lbs. and has awarded reparation for the 2-cent charge. Since Nov. 15 the roads have entirely eliminated this reconsignment charge.

The petition of the railroad brotherhoods to the Interstate Commerce Commission that the railroads be permitted to increase rates, was condemned at a recent meeting of the American Federation of Labor, in resolutions declaring that if the water were squeezed out of stocks higher rates would not be needed to pay dividends on the actual investment.

The Droge Elevator Co., of Council Bluffs, Ia., on Dec. 5, brot suit in the district court against the Union Pacific Railroad Co., alleging discrimination in favor of other elevators by the payment of elevation allowances denied to the Droge Elevator. The allowance was granted to elevators on the Union Pacific tracks only, while the Droge Elevator is on the Rock Island.

The rule of the Illinois Central authorizing carload rates on mixed carloads and providing that any deficit in minimum shall be made up by adding to the weight of the highest rated article, has been found unreasonable by the Interstate Commerce Commission on complaint by the Ponchatoula Farmers Ass'n. The Commission on Nov. 14 ordered that the rule be amended to provide that deficit in weight shall be made up by adding to the weight of the heaviest loaded article.

The complaint by the Chicago Board of Trade against the high rail proportion of the lake and rail rate on grain from Chicago to New York and New England points will be given a hearing by Interstate Commerce Commissioner Prouty at Chicago, Dec. 14. Chester Arthur Legg, attorney for the Board of Trade, has prepared a very exhaustive statement of the facts, with statistics for 10 years back, showing how the lake grain trade has suffered from the discrimination. The attorneys of the carriers have agreed to the facts alleged by Mr. Legg, simplifying the procedure.

The Supreme Court of Pennsylvania has reversed the decision of the court of common pleas of Elk County in the suit by the Ridgway Grain Co., composed of Chas. O. Salberg and Henry T. Morey against the Pennsylvania Railroad for loss on account of delivery of 17 cars of grain and feed to Duke Copelin, consignee, without surrender by the latter of Bs/L. The lower court had given plaintiffs judgment for \$8,074, but the Supreme Court reversed the judgment on the ground that plaintiffs for a year had known it was the practice of the railroad company to permit Copelin to take the cars without surrendering the Bs/L.

Minimum carload weights on domestic shipments of grain under the official classification will be 60,000 lbs. wheat, 56,000 lbs. corn, rye and barley and 40,000 lbs. of oats, in bulk, sacks or barrels, effective Jan. 1. On barley mixed oats when the proportion of barley is not over 25 per cent the minimum weight will be 48,000 lbs., whether sacked, barreled or in bulk. The weights on sacked or barreled grains have been increased to the foregoing minimums, the minimum weight on sacked wheat, which was 40,000 lbs. having been increased to 60,000. The minimum weight on corn not shelled, whether sacked, barreled or in bulk remains at 40,000 lbs.

For alleged rebating on grain shipments the federal grand jury at Savannah, Ga., on Dec. 2 indicted Harvie Miller and Morris Miller of the firm L. F. Miller & Sons, Philadelphia; the Atlantic Coast Line Ry., Seaboard Air Line Ry., and the Merchants & Miners Transportation Co. It is alleged that the firm obtained rates on grain from western points under the export tariff when payment should have been made on the domestic schedule, saving 1 to 3 cents 100 lbs. The Millers were taken into custody and released under \$25,000 bonds. J. C. Whitney, pres. of the Merchants & Miners Transportation Co., says, "There was no rebating. All we know about the matter is that our company, along with others, carried freight out of Philadelphia at a published tariff."

The Interstate Commerce Commission has recommended appropriations for the purpose of enabling it to enter upon a valuation of all railroads. This has always been within the jurisdiction of the Commission, but the requisite funds have been wanting. Statistics of the value of each railroad would be valuable for many purposes, especially if we ultimately enact any limitations upon the power of the interstate railroads to issue stocks and bonds, as I hope we may. I think, therefore, that in order to permit a correct understanding of the facts, it would be wise to make a reasonable appropriation to enable the Interstate Commerce Commission to proceed with due dispatch to the valuation of all railroads. I have no doubt that railroad companies themselves can and will greatly facilitate this valuation and make it much less costly in time and money than has been supposed.—President Taft in his message to Congress.

In awarding a Memphis shipper reparation for an overcharge the Interstate Commerce Commission recently said: "It is the plain duty of the carriers to collect no more than the published rate; to do otherwise is a crime for which indictment will lie and for which there is serious punishment provided in the law against both the carrier and its agent. It is not too strong a statement of fact to say that certain carriers seem at times willfully bent upon withholding for as long a period as may be possible moneys to which they are not entitled. The commission has a mass of correspondence carrying such complaints. The Commission will regard it as its duty henceforth to enforce this provision by indictment in cases where the carrier appears willfully to have required payment of an illegal amount or refuses to make restitution immediately upon its attention being called to its improper and unlawful action."

The new railway securities commission appointed by the President began its sessions at Washington Nov. 28, Arthur T. Hadley presiding. The other members of the commission are Walter T. Fisher of Chicago, F. N. Judson of St. Louis, Frederick Strauss of New York, and B. H. Meyer of Madison, Wis. The commission began by listening to a discussion of the subject by Interstate Commissioner Clements, who said "The Interstate Commerce Commission believes that a physical valuation of the railroad properties of the United States is the first step toward adequate regulation of rates; and I believe the same principle applies to the establishment of a basis for the control of stock and bond issues." W. P. Hall of the Massachusetts Commission said permission should be given to issue securities

at less than par for payment of a higher rate of dividend to recompense the investors for the hazard in a speculative development.

For new members of the Interstate Commerce Commission Pres. Taft on Dec. 12 will send to the Senate the names of B. H. Meyer of Wisconsin, and C. C. McChord of Kentucky, both men of distinguished ability and of experience in the railway regulation of their respective states.

President Taft on Dec. 12 will send to the Senate the following nominations for the new Commerce Court: Presiding justice, Martin A. Knapp, of New York, now chairman of the Interstate Commerce Commission; justices, Judge Julian W. Mack of Illinois; Judge William H. Hunt of Montana; Judge Arthur C. Denison of Michigan, and Judge Robert W. Archbald of Pennsylvania.

Judgment against the Burlington for delay in transit has been given Jacquot & Son of Merna, Neb. To haul the carload of wheat from Merna to Omaha, 240 miles, the road took 11 days, when the Bewsher Co., receivers, considered 3 days enough. The court upheld the contention of the latter, and assessed the damages on the value of the consignment three days after shipment, when the grain should have arrived. A new point brot out by the Bewsher Co. in prosecuting this claim was an allowance for attorney's fees, under the law enacted by the last legislature. The court granted the attorney's fee of \$25 besides the judgment for \$60.81, but on account of the attorney fee allowance the railroad company has taken an appeal, with little prospect of obtaining a reversal, as the United States court last year upheld a provision of law granting a shipper the attorney's fee and this very railroad, the C. B. & O. only recently advertised "prompt delivery of freight."

The hearing of evidence from carriers and shippers on the proposed increases in freight rates has been closed by the Interstate Commerce Commission. For a week in January the Commission will hear arguments by the attorneys. E. E. Williamson, commissioner of the Receivers and Shippers Ass'n of Cincinnati, presented a complete series of tables, showing that the trunk lines cost much less in the cases of those built for cash than when built for stocks and bonds, and related the purchase of the Nickel Plate by the Lake Shore. With \$6,500,000 of its second mortgage bonds the Lake Shore bot \$26,510,000 of Nickel Plate securities, which were scaled down 50 per cent. On this preferred and common water the Nickel Plate now pays 5 and 3 per cent. Mr. Williamson said the excess of capitalization over cost of the New York Central amounted to \$43,000,000. On this water, since 1870, the public had paid \$51,000,000 of interest and is still paying interest. Mr. Williamson said the past bad management of the Erie prevented payment of fixed charges and making of improvements, that the road was stocked and bonded for \$45,000 a mile more than the B. & O., which was paying dividends, and that he believed it unjust to compel the public to greatly increase the profits of the B. & O. in order that the Erie could accumulate a surplus for improvements.

The French cabinet decided, Nov. 26, against temporary abolition of the import duties on foreign wheat and other cereals, proposed because of the shortage in French crops.

Natural Shrinkage Deduction by Western Roads.

Western Trunk Lines Circular No. 1-E, by Supplement 2, effective Jan. 1, reinstates the former deduction for so-called natural shrinkage. It provides that:

Where there are recognized state, board of trade or grain exchange weights, arrived at at points of origin and points of destination under usual form of agreement, also when weighed under special agreements with the Western Railway Weighing Ass'n, having first had recognized weights at point of origin as provided above, in the adjustment of claims for loss the allowance to be deducted for natural shrinkage will be on wheat, flaxseed, rye, oats and barley, $\frac{1}{8}$ of 1 per cent; corn, $\frac{1}{4}$ of 1 per cent.

Imprisonment for B/L Frauds Recommended by President Taft.

In his message to Congress Dec. 6 President Taft said: "Forged and fraudulent Bs/L purporting to be issued against cotton some months since resulted in losses of several millions of dollars to American and foreign banking and cotton interests. Foreign bankers then notified American bankers that after Oct. 31, 1910, they would not accept bills of exchange drawn against Bs/L for cotton issued by American railroad companies, unless American bankers would guarantee the integrity of the Bs/L. The American bankers rightly maintained that they were not justified in giving such guaranties, and that, if they did so, the United States would be the only country in the world whose bills were so discredited and whose foreign trade was carried on under such guaranties.

"The foreign bankers extended the time at which these guaranties were demanded until Dec. 31, 1910, relying upon us for protection in the meantime, as the money which they furnished to move our cotton crop is of great value to this country.

"For the protection of our own people and the preservation of our credit in foreign trade I urge upon Congress the immediate enactment of a law under which one who, in good faith, advances money or credit upon a B/L issued by a common carrier upon an interstate or foreign shipment can hold the carrier liable for the value of the goods described in the bill at the valuation specified in the bill, at least to the extent of the advances made in reliance upon it. Such liability exists under the laws of many of the states. I see no objection to permitting two classes of Bs/L to be issued: (1) Those under which a carrier shall be absolutely liable, as above suggested, and (2) those with respect to which the carrier shall assume no liability except for the goods actually delivered to the agent issuing the bill. The carrier might be permitted to make a small separate specific charge in addition to the rate of transportation for such guaranteed bill, as an insurance premium against loss from the added risk, thus removing the principal objection which I understand is made by the railroad companies to the imposition of the liability suggested, viz., that the ordinary transportation rate would not compensate them for the liability assumed by the absolute guaranty of the accuracy of the Bs/L.

"I further recommend that a punishment of fine and imprisonment be im-

posed upon railroad agents and shippers for fraud or misrepresentation in connection with the issue of Bs/L issued upon interstate and foreign shipments."

Judgement Against Carrier for Delay in Transit.

Judge Leslie of the county court of Douglas County, Neb., gave judgment Nov. 8 in favor of the Monroe Farmers Ass'n of Monroe, Neb., against the Union Pacific Railroad Co., for \$4 damages, under the state reciprocal demurrage law of Nebraska, on account of delay in transit.

The car of grain was shipped last fall from Monroe, Neb., and the receivers, the Bewsher Co., of Omaha, had the suit brot in the name of the shipper in order to test the new law, no shipper hitherto having recovered reciprocal demurrage and the enforcement of the law being of interest to all shippers.

The Nebraska statute requires railroad companies to move grain at the minimum rate of 50 miles per day. In this case the Union Pacific failed to do so. The road appeared in court by its attorney, confessed judgment and has paid the award, plus \$3.50 costs.

Back-Dating Bs/L.

Back-dating Bs/L for grain shipments at Chicago and other points is condemned by the Interstate Commerce Commission, as, in the specific cases brot to its attention, the practice has caused loss to buyers, by the presentation of such Bs/L as proof of shipment on contract. In some cases it is alleged the grain was not ordered forward until several days after the date shown in the B/L.

The Commission on Nov. 30 issued a warning to carriers "that not only must property to be transported be in the possession of the carrier issuing the B/L therefor at the time of such insurance, but such B/L must be dated as of the day upon which the instructions are given and the carrier authorized to forward the property."

Chicago shippers deny dating Bs/L prior to loading the grain. The facts are that immediately on loading a car the shipper is given a receipt from the Belt Line, if the car is loaded on that road, which he exchanges immediately for a regular B/L issued by the eastern line, and bearing the same date as the receipt. Having loaded the car and obtained the B/L from the eastern line the shipper is not concerned with the possible delay by the Belt Line in switching the car to the eastern connection, and the acceptance of the loaded car by the Belt Line actually begins the transportation and is a substantial compliance with the terms of his contract with the eastern buyer for shipment by a certain date.

Issuance of shipping receipt by the initial switching line is a convenience, serving to locate the grain and place the responsibility of custody. This receipt need not show routing or destination, but simply delivery to the eastern connection.

If eastern buyers insist on Bs/L bearing date that the grain came into possession of the eastern road moving the shipment out of the city the Chicago shippers quite likely will solve the problem by having the Belt Line issue a regular B/L in the first instance. Such change in the present method would only inconvenience the Chicago shipper without benefiting the buyer.

Use of Scale Tickets by Grain Dealers.

BY J. C. C.

Every grain dealer should come to realize the value of Duplicating Scale Tickets for an immediate record of weights of grain received. This method will assist, in a small way at least, in adding system to the business methods of grain dealers—an attribute which is frequently deplorably lacking.

These Scale Tickets should be printed in a blank form, suitably designed for the needs of the business, containing spaces for the date, kind of grain, from whom, to whom, number of pounds gross, tare and net, number of bushels, price, amount and name of weigher. The tickets should, of course, be bound in book form so that their record may be preserved. In order to avoid wasting time filling out stubs, to diminish the opportunity for mistakes in copying, and to furnish reliable evidence in case any future reference be necessary, the tickets should be made in duplicate form so that by the use of carbon paper an exact copy of the original ticket given farmer may be made on the duplicate. The original tickets should be perforated so that they may be readily removed, while the under sheet bearing the duplicate should not be perforated, but should remain in the book. The date of the delivery of grain having been entered on each ticket will give ample means for ready reference to duplicate.

One of these tickets should be filled out for each and every wagon-load received, and given to the farmer as a receipt for his grain. The farmer should be expected to retain these Scale Tickets to show as vouchers when he collects the balance due him. It is needless to say that the farmer who does not demand a receipt for his grain, as he delivers it, is very careless and unbusinesslike. Men of this type are always the first to charge buyers with dishonesty.

Where is the grain dealer who has not been frequently annoyed by a farmer who had either lost a receipt for grain or carried it in his pocket until it was no longer legible? All such recurring troubles would be alleviated by ready reference to the duplicate copy of the scale ticket; and scrupulous farmers would be deprived of such opportunities of doubting the veracity of honest grain dealers.

As observed by the writer, some dealers are using Scale Tickets which are not duplicating, but which are printed and bound on the same plan as an ordinary check-book. Each wagon load received is entered on the ticket and also on the stub. This method is very expensive because it requires double the amount of labor and time and increases the opportunity for mistakes. Some dealers do not have their Scale Tickets bound in book form, but have them lying open near the scale beam, offering a strong temptation for some dissatisfied farmer to "get even" by forging a ticket. This careless method has resulted in many disputes between dealer and farmer when balancing accounts.

It seems that the best system for registering weights is found in the duplicating Scale Ticket as described above. The writer has seen a book of these tickets with the leaves of original tickets and the leaves of duplicate tickets arranged alternately, the original tickets being perforated to tear out while the duplicate copy remained in the book. Another very convenient form is to have the original and duplicating tickets printed on the

same leaf. The original tickets are printed on the outer half of the leaf which is perforated down the middle, so that, when folded back upon itself at the line of perforation, an exact duplicate can be made on the inner half of the leaf which remains in the book. The advantage of thus arranging five tickets and five duplicates on a sheet will be apparent to every dealer who has tried to enter gross and tare weights on a dozen wagon-loads in quick succession. The removal of one ticket does not disarrange any of the others, so that the duplicate copy of each entry will be in its right place.

The duplicating Scale Tickets can also be used advantageously in retailing coal or feed, but by having one book of tickets for "Sales" and another for "Purchases" the records of the business will be materially simplified.

Wrecked Shipping Bin of Consolidated Elevator at Ft. William.

BY F. R. MCQUEEN.

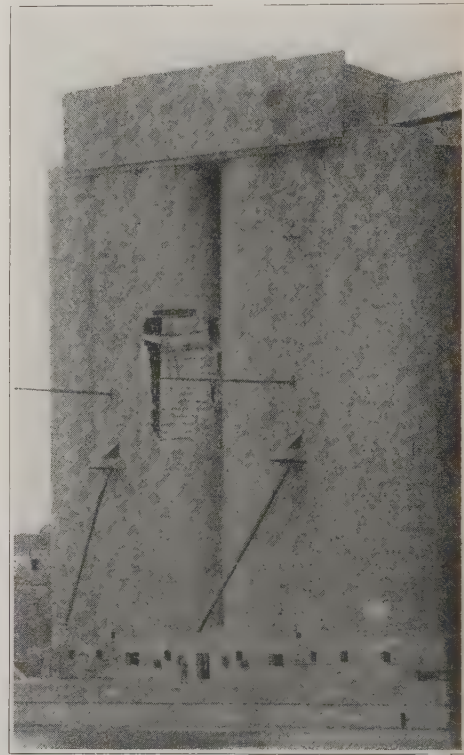
The shipping bin bottom that dropped out of the Consolidated Elevator Company's elevator at Fort William, Ont., Oct. 29th, 1910, is shown by photograph herewith, also illustrated by drawing of the bin section.

This house was designed by The Barnett-McQueen Company, Ltd., in 1906. In the original design it was not intended to use these large circular bins for shipping bins, the intention being to ship the grain direct through the small interstice bin shown. But after the bin walls were nearly completed the owners decided to have steel shipping bin bottoms put in the four end bins so that they could have weighed up approximately 40,000 bus. for direct shipping.

The steel bin bottom was not designed sufficiently strong to stand and the supposition is that it kept straightening out the flange plates from time to time and at last one of them let go. This house has handled an immense amount of grain, at least ten million bushels a year since it was started.

When this bottom let go there were ap-

proximately 6,500 bus. of grain in the shipping bin. The bottom dropped approximately 30 feet and the falling grain was something that ordinary bin construction could not withstand, as in all probability the foot-pound load of this



Wrecked Shipping Bin of Consolidated Elevator at Ft. William, Ont.

blow would equal several million pounds.

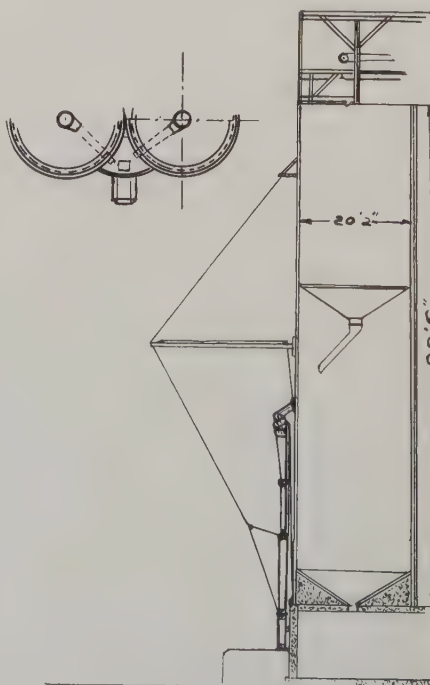
As shown by the photograph the bin above and below the crushed portion was not injured in the least, not even a hair crack showing and even the steel tension bands of the tile were not injured, they are shown to be practically in exact position.

The force of the blow shattered the tile and knocked out a section of the wall making a clean break as if cut off by a bursting shell, and it demonstrates fully the structural features of the tile bins properly reinforced. Owing to the peculiar arrangement of the tile construction, each course of tile being a separate independent girder, the fracture did not extend beyond the shock or blow.

The structural feature of the steel bottom was simply a flange plate of steel built in on the tile joints and the conical steel bottom bolted up to this plate which in the hurried manner that the material had to be got around was not properly checked up as to strength.

I could not get along without the Journal.—Eddie R. Neff, Danville, Ill.

The Commissioner of Agriculture of South Carolina has written Sec'y Wilson of the U. S. Department of Agriculture protesting against the 44,000,000-bu. estimate of his state's corn crop, the state report being 49,240,000 bus., and Mr. Wilson has sent an agent to investigate the statistics on corn production in South Carolina. The discrepancies in federal and state reports of corn and other crops is much greater in other states, as in Illinois for example, but the state officials seem not to have sufficient confidence in their own figures to throw down the gauntlet to Tama James.



Position of Shipping Bin Bottom in Bursted Bin. Plan and Cross Section.

Patents Granted

Grain Door. No. 977,042. (See cut.) Edward Posson, Chicago, Ill., assignor to the Grain Belt Car Specialty Co., a corporation of Maine. A vertical rod adjacent to each side post of the door opening, a pair of doors each having one edge rotatively and slidably engaging a respective rod and a rigid T-shaped brace to support the doors when closed, the bottom member thereof engaging the door sill and the ends of the top member engaging the side posts of the door opening.

Seed Corn Tester. No. 976,485. (See cut.) Joseph S. Naylor, Ames, Ia., assignor of one-half to C. V. Gregory, Ames, Ia. A tray and a series of tray sections detachably placed therein, each tray section having a number of seed recesses therein, equally spaced apart and in line with each other, each tray section being provided with openings extending from the bottom of each recess thru the tray sections to the bottom thereof, the tray sections being made of material that will float upon water.

Grain Decorticating Machine. No. 977,197. (See cut.) Robert E. Kimball, Cleveland, O., assignor of one-third to L. H. Webb and one-third to E. L. Thurston, Cleveland, O. A grain-holding chamber having one inwardly pressed and outwardly yielding wall section combined with means for moving the grain back and forth in the chamber while it is subjected to pressure from the wall section, the chamber being sufficiently closed during operation to enable the maintenance of pressure on the grain.

Grain Door. No. 976,357. (See cut.) Ransom Godwin, West Union, Ill. Spaced posts having their inner vertical edges rabbeted to form door seats, one wall of each seat being inclined inwardly and downwardly and the other wall thereof inclined downwardly and laterally, of a wedge-shaped door slidably mounted in the door seats and having its outer face bearing against the downwardly and laterally inclined walls of the seats and its opposite ends inclined downwardly for engagement with the downwardly and inwardly inclined walls of the seats.

Connecting Coupling for Extensible Conveyors. No. 977,023. (See cut.) William Lennon, Manitou, Colo. In a conveyor or a receptacle consisting of a series of trough-like units, each trough being composed of a single sheet of metal corrugated transversely at its ends, brackets attached to the opposite edges of the trough units

near their ends with lugs on the brackets extending outwardly from the units and in opposite directions, the shank of each lug where fastened to the corrugated surface of the trough units, being concave or convex longitudinally to fit the surface of the corresponding corrugation to which it is attached.

Chain Conveyor. No. 977,273. (See cut.) Thomas A. Coleman, Longville, La., assignor to C. T. Patterson Company, Ltd., New Orleans, La. The combination with a conveyor-chain, of a flight comprising a vertically disposed plate, a head on the end thereof, in the underside of which head is formed a link receiving groove, a reinforcing flange integral with the rear side of the plate and with the head, a block positioned on the head and provided with a link receiving groove, an extension on the block which overlies a portion of the reinforcing flange and fastening means passing thru the extension and the reinforcing flange.

Grain Door. No. 976,284. (See cut.) Olaf J. Olson, Clontarf, Minn. A main door section arranged to close the lower portion of the door opening, jointed hanger straps, comprising relatively short upper members and relatively long lower members, the upper members being secured at their upper ends above the door opening and the lower members being rigidly secured to the main door section and projecting above it, a supplemental door section hinged above the main door section and adapted to be turned up against the upwardly projecting ends of the lower members of the hanger straps, and means for securing the supplemented door section in its operative position.

In order to develop the milling and wheat growing industry in Brazil, the government of that country will put in operation a system of subsidies, paying a generous premium for every 494 acres of ground sown to wheat and another premium to every mill grinding 1,400 bus. of Brazilian wheat per day.

The contract on the back of telegraf blanks limiting damages for non-delivery of message to the price paid for sending has been declared invalid by the United States Supreme Court in the suit by the Commercial Milling Co., of Detroit, Mich., against the Western Union Telegraph Co., for failure to deliver a message to a grain elevator company at Kansas City, Mo. The court gave judgment against the telegraf company for several hundred dollars. Later the Journal will give this case fully in Supreme Court Decisions column.

Sample Envelopes Non-Sifting

Designed especially for mailing samples of grain and seed. Specimens Free.

TULLAR ENVELOPE CO.
67 Larned St. Detroit, Mich.

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We can offer every Elevator man a splendid opportunity to earn extra money during the dull summer months selling the Brown "Little Giant Hoist" to Farmers. Write us at once for discounts and full particulars.

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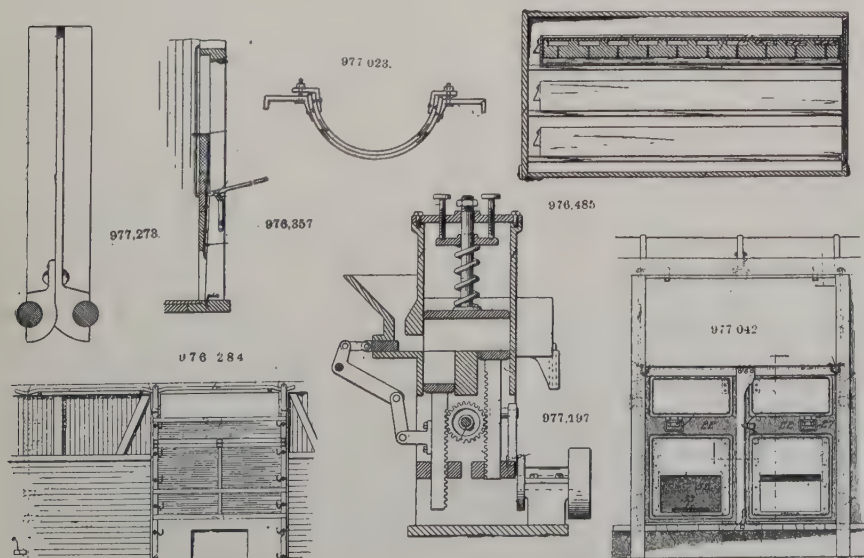
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transit.**

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Supreme Court Decisions

Delay by Carrier.—Notwithstanding title may have been retained by the consignor, the consignee of goods may sue the carrier for losses he has sustained thru the negligent delay in their transmission, although he refuses to accept them because not sooner delivered.—*Clute v. Chicago, R. I. & P. Ry. Co.* Supreme Court of Kansas. 111 Pac. 431.

Who May Sue Carrier for Delay.—Where goods were shipped by the consignor to himself as consignee, the buyer received no beneficial interest in them during their transportation, so as to give him a right to sue the railroad company for their delay in transportation.—*Houston & T. C. Ry. Co. v. Robinson & Martin.* Court of Civil Appeals of Texas. 131 S. W. 444.

Liability of Telegraf Co.—Where a telegraf company negligently failed to deliver a telegram in time to enable the giving of notice of acceptance of an offer to purchase goods, so that the sale fell thru, the party sending the telegram could recover damages.—*Postal Telegraf Cable Co. v. Louisville Cotton Seed Oil Co.* Court of Appeals of Kentucky. 131 S. W. 277.

Acceptance of Offer.—Where an acceptance of an offer is made by post or telegraf, as indicated by the offerer, the contract is complete on the mailing of a letter or on sending a telegram; and it is immaterial that thru mistake of the postoffice or the telegraf company the answer is delayed or lost.—*Postal Telegraf Cable Co. v. Louisville Cotton Seed Oil Co.* Court of Appeals of Kentucky. 131 S. W. 277.

Erroneous Transmission of Message.—A telegram sent by plaintiff to his firm, reading: "Wired V. buy five May for your account," etc.—was erroneously transmitted by defendant telegraf company so as to read: "Wire V. buy five May," etc. Held, that defendant had notice that by the change plaintiff's firm would make a double purchase.—*Heath v. Postal Tel. Cable Co.* Supreme Court of South Carolina. 69 S. E. 283.

Consignor's Acquiescence in Delivery Without B/L.—In an action by consignors against a railroad company for freight delivered to the consignee without surrender of the B/L, evidence of a similar course of dealing in a large number of instances of which plaintiffs had full knowledge and in which they acquiesced for more than a year without protest is admissible.—*Ridgway Grain Co. v. Pennsylvania R. Co.* Supreme Court of Pennsylvania. 77 Atl. 1007.

Change of Destination.—Where plaintiff delivered wheat to defendant to be transported over its line to M., and there delivered to another carrier and by it taken to A., and received a B/L naming himself as consignee, it was competent for them to agree to a change of the contract, whereby defendant should stop them at M. and from there take them to D., especially as defendant was to receive additional compensation for the carriage to D.—*Cincinnati, N. O. & T. P. R. Co. v. Steele.* Court of Appeals of Kentucky. 131 S. W. 22.

Bailees Duty to Insure at Full Value.—One engaging in the business of milling rice, who, during the several years a person took his rice to the mill to be milled, charged two cents per sack for insurance, and who rendered an account in which two cents was charged as paid for insurance, and who obtained a settlement of the accounts on that basis, was under the duty to insure the rice to its full value, and where he did not do so, and a loss occurred, he was liable for the resulting damages, altho he procured insurance to the amount which the two cents would purchase.—*Broussard v. South Texas Rice Co.* Supreme Court of Texas. 131 S. W. 412.

Measure of Damages to Cargo.—The measure of damages recoverable from a carrier for damage to cargo thru its fault is the difference between the market value of the cargo at the time and place of delivery in the condition in which it would have arrived but for the carrier's fault and its market value in the condition in which by reason of such fault it did arrive, with interest from the time of delivery.—*United S. S. Co. v. Haskins.* U. S. Circuit Court of Appeals. 181 Fed. 962.

Rights of Transferee of B/L.—If a live stock shipper had turned Bs/L with draft attached over to a bank which advanced the money to buy the stock shipped, in order to transfer to the bank title to the stock or to the proceeds, or to secure the bank for its advancement, or in the nature of an order on the consignee for the fund, which, when received, was to be credited on the bank's claim, then, upon the delivery of the Bs/L, the bank obtained the right to receive the payment, and the proceeds were no longer garnishable upon the demand of a third person.—*What Cheer Savings Bank v. Mowery (Central Savings Bank, Intervener).* Supreme Court of Iowa. 128 N. W. 7.

Carrier's Neglect to Notify Consignee of Arrival of Heating Corn.—In an action against a carrier for damage to corn, the evidence whether the consignee had been given notice of the arrival of the goods held sufficient to carry the question of defendant's negligence to the jury. In an action against a carrier for injury to a shipment of corn, by reason of the failure to notify the consignee of its arrival, whereby it remained in the car so long as to become heated, where the jury found it negligent as a carrier the appellate court need not determine whether the defendant was liable as a warehouseman.—*Citizens & Marine Bank of Newport News v. Southern Ry. Co.* Supreme Court of North Carolina. 69 S. E. 261.

Carrier's Liability for Delay.—To relieve a carrier from liability for delay in delivery due to a congestion of traffic, the shipper must be notified of such condition before the shipment is received, in absence of an express agreement of exemption, and in an action for delay in transporting wheat allegations that the delay was due to a congestion of traffic which was generally known, and that all contracts made with the carrier for shipment of grain on the lines where such conditions existed were made with reference to such conditions, and with full notice thereof by the shippers of their existence, did not show notice to a shipper whose grain was delayed; a showing of notice possessed by the public generally being insufficient.—*M., K. & T. Ry. Co. of Texas v. Stark Grain Co.* Supreme Court of Texas. 131 S. W. 410.

Elevator Construction Patents Not Infringed,

A very interesting case in the Exchequer Court of Canada, between the Barnett & McQueen Co., Ltd., Plaintiffs, and the Canadian Stewart Co., Ltd., Defendants, has lately been decided in favor of the defendants.

This case was an action of the plaintiffs asking for an injunction restraining the defendants from infringing two patents, and also asking for an accounting on contracts, which the defendants had already constructed for the Grand Trunk Pacific Ry. and the Consolidated Elevator at Fort William, Ont. The plaintiffs alleged that the defendants had infringed their patents by the construction of the two elevators in question. The first patent in suit was dated Apr. 14th, 1908, and granted to Finlay R. McQueen for improvements in grain storage elevators. The principal claim of the patent is as follows:

"A plurality of cylindrical grain bins, forming a monolithic structure and having their adjacent peripheral portions rigidly connected and forming supplemental storage bins in the intervening space, vertical webs extending through adjacent supplemental bins to form leg passages in combination with bifurcated elevator legs, extending from below said bins to adjacent leg passages, substantially as described."

The essential feature of the second patent, which is dated Aug. 18th, 1908, is the

particular location of the column supports for the bin arrangements of the first patent. The first patent did not provide for any particular bin supports, but left the matter to the art of the mechanic. The first claim reads as follows:

"The combination with a multiplicity of bins, having their axes arranged in rows in two directions, and on lines that intersect each other approximately at a right angle, and having tangential engaging sides, united by vertical extended body portions, certain of which constitute column extensions of supporting columns, below said bins vertically aligned and united with said tangential column extension portions of said bins, and supporting the said bins only at two diametrically opposite points, substantially as described."

The defense raised to the right of plaintiffs to recover were the usual defenses, lack of subject matter—no invention—no infringement—abandonment and anticipation. The Judge in rendering his decision in regard to lack of invention relative to the first patent, said:

"There can be no contention that the elevator legs, placed as they are by the patentee, operate in any other manner or have any different function than elevator legs in other storage and working house elevators. It is merely a question of convenience of arrangement having regard to the class of construction. Cutting off a space by means of a wall to form a protection was well known in the art. If the claims in question are combination claim as distinguished from aggregations, then in my opinion there is no novelty whatever. Previous references to the art show that such a combination, if such it can be termed, was well known long prior to the alleged invention."

In regard to anticipation the Judge said: "In my opinion, the supposed invention of the patentee is completely anticipated by what is called in the evidence the Montreal Harbour Elevator. This elevator was constructed during the years of 1902 and 1903. It was in complete working order in 1903, and has been operated ever since with success.—I fall to see any material difference from a patent point of view between this structure of the Montreal Harbour elevator and that of the plaintiffs' patent. Stress seems to be laid on the fact that the plaintiffs' structure is monolithic. There was nothing new in the art as to monolithic structures. The patentee is not confined to what would be technically a monolithic structure. The Montreal structure is for practical purposes monolithic; at all events, the bins are rigidly united at their adjoining peripheral portions. The load is carried in the same manner, distributed by the floor and girders in the same manner, and the load is carried by column extensions, or their equivalent, placed and situated in the same relative positions in line with the column extension."

In regard to lack of invention the Judge said:

"While it may be that very slight invention, especially where the result has been beneficial and useful, will support a patent, I cannot think that in the case I am considering there is any invention."

"I have not lost sight in considering the case, or the other previous anticipations, which should go a long way to destroy the plaintiffs' patents. Neither have I overlooked the contention of the defendants, that having regard to the state of the arts, and prior disclosure the patents, even if valid, would have to receive such a restricted construction, as to require me to hold that the defendants' construction is not an infringement."

This year's crop of Manchurian soy beans is estimated at from 1,250,000 to 1,300,000 tons; against 1,150,000 tons in 1909 and 1,500,000 tons in 1908. About 40% of this year's crop will be made into bean cake.

J. O. V. Wise is reported to have rid his farm near Canfield, Colo., of a pest of grasshoppers and at the same time provided more than 200 bushels of winter feed for his chickens. His alfalfa fields were overrun with grasshoppers. He devised a drag equipped with a trough which he partly filled with crude oil, into which the grasshoppers were brushed as it was dragged across a field. He used nine barrels of crude oil and gathered in more than 200 bushels of grasshoppers that he piled in the open field to dry for chicken feed.

"It's the constant drop of water
That wears away the stone.
It's the constant exerciser
That develops all the bone.
It's the constant advertiser
That brings the bacon home."
—Mahin Messenger.

Supply Trade

R. H. Varney has succeeded A. B. Colton as manager of the Great Western Manufacturing Co., Kansas City, Mo.

The William Graver Tank Works, East Chicago, Ind., has amended its charter to increase the number of its directors from 6 to 7.

The mill furnishing plant of C. K. Bullock, Philadelphia, had a narrow escape from destruction by fire Nov. 1st. Loss, \$7,000.

The Michigan Grain & Seed Separator Co. of Cassopolis, Mich., has filed articles increasing its capitalization from \$50,000 to \$100,000.

Your advertisements should reflect the spirit of the concern rather than the peculiarity of any one individual—unless that individual is the firm.

One of the largest single orders for gasoline engines of recent date was that placed by Bradley, Merriam & Smith, Council Bluffs, Ia., for 500 engines, of from 1½ to 12 h. p.

Among the new Illinois corporations licensed recently by the Secretary of State is that of the Meadows Sheet Metal Works, Meadows, Ill., for the manufacture of steel grain spouts, tanks, etc.

The business and patent of the Wegner Grain Heater Co. of Milwaukee has been purchased by the Huntley Mfg. Co., Silver Creek, N. Y. Mr. Wegner continues in charge of this department of the business.

The O'Gara Coal Co., Marquette bldg., Chicago, Ill., is sending out a 4-page folder advising the trade to stock up with coal before the car shortage which the heavy movement of grain is likely to occasion.

The H. W. Johns-Manville Co. compelled by a materially increased business, has moved its offices at Houghton, Mich., to larger quarters at 96 Sheldon St. S. T. Harris continues in charge of the offices at this address.

An advance step toward the betterment of conditions for the safety of labor is the opening of a Permanent Exposition of Safety by the American Museum of Safety at the Engineering Societies' Building, New York City.

Pontiac, Ill., is to be the gainer by the removal of the Meadows Mfg. Co., Meadows, Ill., to its new factory at Pontiac. Increased space will permit the expansion necessary to its very satisfactory business conditions.

The Lincoln Springfield Coal Co. is rebuilding the top works at its Springfield mine which were destroyed by fire in July. The new structure will be all steel. New shaker screens for lump coal and roller screens for egg and nut.

Hereafter J. H. Pank, northwestern representative of the Richmond Mfg. Co., will make his headquarters in Minneapolis, Mr. Sid. Gerard having resigned. Inasmuch as Mr. Pank resided in Minneapolis two years, he is familiar with the trade and its needs.

The advertiser who selects one advertisement to run in all different classes of publications is like the man who refuses to don the proper raiment to suit time and place—he may not get thrown out, but a great many people present will not feel inclined to make friends with him.—*Mahin Messenger.*

B. L. Bevington, who recently disposed of his interests in the Auten Machinery Co. of Chicago, and M. A. Johnson, lately connected with the sales department of Fairbanks-Morse Co., have formed a selling agency for a complete line of gasoline engines, feed mills, etc., with offices in the Edgecombe bldg., Chicago.

The Philip Smith Mfg. Co., of Sidney, O., has announced its new catalogue No. 25. It is an especially attractive one, including the machines and appliances especially adapted for the grain elevator trade, with many excellent illustrations. It must be seen to be appreciated, and can be obtained by readers of the Journal, upon request.

The S. Howes Co., Silver Creek, N. Y., is furnishing pads for the desk calendars sent to its friends some years ago and is prepared to furnish the new calendar pad for 1911 to any grain dealer or miller who is not already the fortunate possessor of their desk calendar, one will be promptly furnished on request.

The secretaries and some of the field men of the flour mill and grain elevator mutual fire insurance companies met in Chicago, Nov. 15th, and listened to able papers on fire hazards and their reduction. Resolutions in memory of the late Abner R. McKinney, one of the founders and secretary since the organization of the Millers Fire Insurance Ass'n of Illinois, were passed and conveyed to the bereaved family and the Ass'n.

Morley Bros. Haden & Plott, the new firm of designers, builders of elevators, warehouses, etc., at Wichita, Kan., are all individually well known to the trade and their long and varied experience in all branches promises well for the material success of the new organization. The company, in addition, will be manufacturers' agent for gasoline engines and a complete line of grain cleaners, scales, elevating and conveying machinery and supplies.

The cleaner, separator and drier invented by Albert Wilford was given a test recently in the B. & O. R. R. Elevator at Locust Point, Baltimore, Md. With but one elevation this machine runs the grain over the screens and blows it before or after or both. The screen is 9 ft. wide and 12 ft. long, and will screen about 25,000 bus. a day, combs loosening the dirt to give the 9 air blasts effect in cleaning. With the blasts shut off the machine separates and dries only. It separates the different kinds of grain as well as cleans out the dirt.

Interesting facts in the construction of an elevator of 10,000 bushels capacity are submitted by the P. H. Pelkey Construction Co.: It will be necessary to remove 125,000 pounds of dirt; the foundation weighing 212,000 pounds; lumber, 104,000 pounds; machinery approximately 15,000; 4,000 pounds of nails and screws are used; 2,350 pounds rods and washers; 1,250 pounds of roofing; 4,500 pounds of iron siding; 1,100 pounds of flashing and cornice; 33,950 men would be required to build this in one day; the cost would be in pennies, 2,917 pounds; in nickles, 1,050 pounds and silver dollars, 263 pounds.

The Ellis Drier Co.

To Remove a small percentage of moisture from grain and do it in such a way that every kernel is dried evenly is a most difficult result to attain. Referring to the work of the Ellis Drier in this respect the Toledo Grain & Milling Co. wrote us as follows: "The corn is in elegant condition and comes out as natural as it goes in, yet **we can dry to any degree of moisture we desire.**" Such facts mean something and a drier capable of that kind of work should be given every consideration.

It's Nature's
Nearest
Way

Chicago
U.S.A.

Causes of Fires in Flour Mills and Grain Elevators.

An interesting analysis of the causes producing fires in flour mills and grain elevators was presented at a recent meeting of the secretaries of the Flour Mill and Grain Dealers Mutual Insurance Companies, at Chicago. The analysis was based on the combined loss statistics of eight of the leading Flour Mill Mutual Insurance Companies, covering the years 1900 to 1909 inclusive. The results as outlined in the following tables, are highly educational and furnish in definite and indisputable form, proof of the assertion often made by underwriters, that the fire waste in America especially among flour mills and elevators, is about ten times greater than it would be if the easily controlled fire hazards were eliminated.

First by better construction of flour mills and elevators, and

Second by proper attention to fire prevention.

The average fire in such cities as St. Louis and Philadelphia, during the past ten years, resulted in a loss of about five per cent of the amount of insurance involved, whereas the average flour mill and elevator fire, during the same period, necessitated the payment by the mutual companies, of 45 per cent of the insurance involved, showing that flour mills and elevators were, during the period in question, nine times more inflammable than general property in such cities.

It will be urged by some that many flour mills and elevators are outside of fire protection, and that for this reason when a fire once gets beyond the incipient stage, it usually results in a total loss. Investigation of this point develops the interesting fact that, altho city protection diminishes the per cent of damage among flour mills, it has no appreciable effect on grain elevator losses.

It will be noted that in the foregoing figures no attempt is made to determine what is known among underwriters as a "loss ratio," the percentages used referring only to the ratio which the amount of loss paid bears to the insurance involved in the loss.

Fifty-two per cent of the money paid for flour mill losses and forty-six per cent of the amount paid for elevator losses resulted from unknown causes. It would be interesting to speculate on the causes which are most largely responsible for the loss of this enormous sum, amounting to \$3,779,447.79, but, since there were forty known causes of flour mill fires, and thirty-four for elevator fires, the range of possibilities is so wide that the discussion would have little practical value.

Neglecting these "unknown" losses and confining our discussion strictly to the losses from known causes, we find that five hundred and twenty-three flour mill fires from known causes are reported, giving the insurance companies an aggregate loss of \$2,625,523.33. Of these, three hundred and fourteen fires occurred at night; sixty-eight in the day time, and no time is given in the remaining forty-one reports. The forty known causes of flour-mill fires, when grouped according to the magnitude of the resulting loss, are led by the miller's arch enemy, the *Hot Box*, this one cause being responsible for 17 per cent of the total known flour mill losses. Four other causes, ranking close behind the *Hot Box*, are in order of magnitude, fires originating in elevator heads or boots (in which wood pulley fires are included), exposure, incendiarism and locomotive sparks. These five causes are responsible for 61 per cent of the total "known" fires

among mills, and may be grouped together as *causes of the first magnitude*.

In table No. 1 will be found the above causes, together with the remaining thirty-five, arranged in order of their magnitude, in four groups. It will be noted that while group No. 4 is longest, the combined loss resulting from all members of the group amounts to but 1 per cent of the total known flour mill losses, which indicates that they are "occasional visitors" only. It would be interesting to learn how many members of this group ranked higher previous to the year 1900 than in the decade following it; in other words, what effect the vigilance of the millers carrying mutual insurance has had on the practical elimination of certain fire causes.

TABLE NO. 1.

KNOWN CAUSES FOR FLOUR MILL FIRES BY GROUPS.

Group No. 1.	
1. Hot Box	17%
2. Head or Boot.....	12%
3. Exposure	12%
4. Incendiarism	11%
5. Locomotive Sparks	9%

Total for Group.....61%

Group No. 2.	
1. Lightning	6½%
2. Cleaning Machinery	5%
3. Friction in Mach.....	4%
4. Coal	3½%

Total for Group.....19%

Group No. 3. 1. Spontaneous Combustion; 2. Sparks from stack; 3. Natural Gas; 4. Dust collectors; 5. Dryers; 6. Office stove; 7. Chimney; 8. Fireworks; 9. Electric wiring; 10. Oil Lamps; 11. Tramps; 12. Lantern; 13. Furnace; 14. Boiler. Total for group, 19%. Percentage of each loss too small to be instructive.

Group No. 4. 1. Burglar; 2. Tinner's Firepot; 3. Attrition Mill; 4. Ashes; 5. Torch; 6. Exhaust pipe; 7. Belt friction; 8. Pulley friction; 9. Forge sparks; 10. Foreign substance in machinery; 11. Crude oil under boiler; 12. Fumigation; 13. Stack too near wood; 14. Rubbish in boiler room; 15. Thermal wheat steamer; 16. Matches; 17. Slacking lime. Total for group, 1%. Percentage of each loss too small to be instructive.

Five hundred and twenty-six elevator losses from known causes, resulted in a total loss paid by the eight Mutual Insurance Companies, of \$1,152,362.24. Two hundred and seventy-one fires occurred at night, two hundred and eighty-six in the day time, and in sixty-nine the time was not specified. There are thirty-four known causes contributing to the above results, among which fires from exposing buildings lead; next, and nearly equal, come incendiarism and locomotive sparks, while fires originating in elevator heads or boots and from lightning are not far behind. These five causes are responsible for seventy per cent of the money paid out by the Mutual Companies for fires originating from known causes.

There are three distinct classes of elevators contributing to these figures; namely, elevators driven by steam power, elevators driven by gasoline engines, and "line" elevators which are largely gasoline power elevators, but which, being operated by agents for non-resident owners, fall naturally into a class by themselves. There are, of course, a few elevators driven by electric motors, but on account of their small number they are included with gasoline power elevators.

The point in making the above classification becomes evident when it is found that among steam power elevators the first five known causes are, in order of their magnitude:

(1) Locomotive sparks. (2) Elevator head or boot. (3) Exposure. (4) Lightning. (5) Incendiarism.

Among gasoline power elevators they take the following order: (1) Incendiarism. (2) Locomotive sparks. (3) Exposure. (4) Gasoline engine. (5) Lightning.

Among "line" elevators: (1) Exposure. (2) Elevator head or boot. (3) Lightning. (4) Incendiarism. (5) Locomotive sparks.

No attempt is made in this discussion to "point a moral or adorn a tale," our object being for the present to provoke thought, discussion and ultimately, action in the direction of reducing fires from such of the above causes as are wholly, or in part within our control.

Table No. 2, which follows, gives a bird's-eye view of the various causes contributing to our losses on elevators of all classes, arranged, as in the case of Table No. 1, in four groups, in the order of their magnitude.

TABLE NO. 2.

KNOWN CAUSES OF ELEVATOR FIRES BY GROUPS.

Group No. 1.	
1. Exposure	16%
2. Incendiarism	15%
3. Locomotive Sparks	15%
4. Head or Boot.....	13%
5. Lightning	11%

Total for group.....70%

Group No. 2.	
1. Hot Box	4%
2. Gasoline Engine	4%
3. Stove	3%
4. Spon. combustion	3%
5. Friction in Mch.....	3%
6. Chimney	2%
7. Tramps	2%
8. Cob house	2%
9. Coal	2%

Total for group.....25%

Group No. 3. 1. Lantern; 2. Dust explosion; 3. Furnace; 4. Electric wiring; 5. Stack; 6. Exhaust pipe; 7. Belt friction; 8. Dryer; 9. Fireworks; 10. Smoking. Total for group, 4%. Percentages of each loss too small to be instructive.

Group No. 4. 1. Line shaft; 2. Matches; 3. Torch; 4. Boiler near wood; 5. Tinner's Fire pot; 6. Weeds and grass; 7. Stove pipe; 8. Fumigation; 9. Ashes; 10. Blow off in boiler. Total for group, 1%. Percentages of each loss too small to be instructive.

While it is freely admitted that there are certain necessary processes connected with the manufacture of flour and the cleaning and handling of grain, which render flour mills and grain elevators peculiarly liable to fires more difficult of control than in ordinary factories, an examination of the above tables will convince every thoughtful man, whether he be a professional underwriter, a miller or a grain dealer, that a very large proportion of the fires which annually cost them, through their mutual insurance companies, more than three-quarters of a million dollars, could be prevented if the two points mentioned at the beginning of this discussion were constantly kept in mind; *first*, the exclusive use of slow-burning timbers, or concrete, brick and tile, in the construction of flour mills and elevators, and *second*, proper attention to fire prevention.

The Mutual Insurance Companies are giving these matters much time and thought, and if consulted when buildings are being planned and additions contemplated, will cheerfully furnish, without charge, all the information they have to all who care to inquire.

Last year I had contracted 500,000 bus. of corn, this year 40,000. A letter from an Alabama man explained the situation. He had grown enough to carry him thru. This applies generally to the South. Geo. Powell of Powell & O'Rourke, St. Louis, Mo.

The owner of the famous South Carolina "Dynamite Crop" has refused to give out the amount of corn raised to the acre by his peculiar method of plowing but it is said that judging from the outside rows the yield will probably be 89 and a fraction bus. per acre.

Fire Insurance Companies



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instead of in the bank. When filled with grain you need to protect it with our

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The GRAIN DEALERS JOURNAL guarantees its CIRCULATION; boasts of the QUALITY of its circulation; has succeeded because of its INFLUENCE, and pays advertisers because its RATES are reasonable.

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Insurance with a maximum of security at a minimum of cost for ELEVATORS, WAREHOUSES and CONTENTS on the Mutual Plan. Five Year Policies (or short term policies on grain, if required.) Semi-Annual Assessments costing about one-half Stock Company rates. NO conflagration hazard.

Gross Assets, \$5,288,714.00 Net Cash Surplus, \$930,166.99

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Insures Elevators, Mills, Grain Warehouses and Contents of same at cost.

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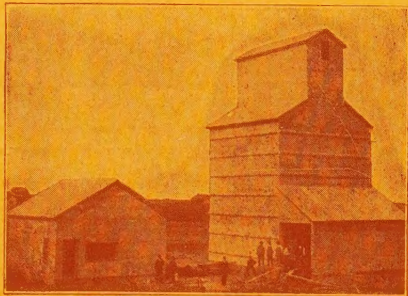
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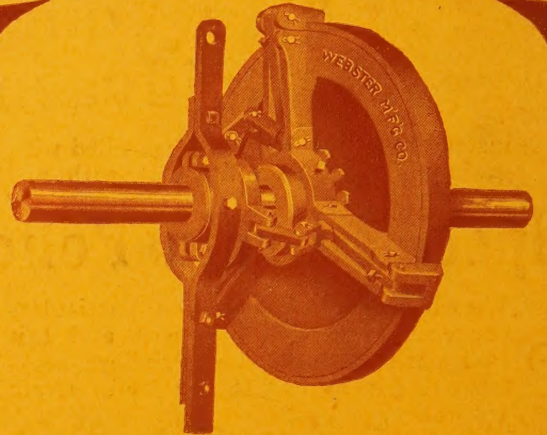
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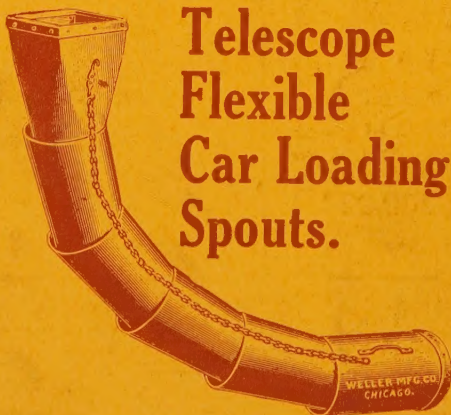
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